

MATFX

812



THE SONG OF GOOD FELLOWS.

I sing of good fellows
Of every degree;
By land or by water,
On shore or at sea.
In dress-coats or petticoats,
Bonnets or hats,
In halicks, or in sheep-skins,
In blankets or mats:
Who ever in all things
Right bravely agree;
For such are good fellows,
Wherever they be.

I sing of good fellows,
Whatever their lives,
As ricks or as milliners,
Or as wives;
Or good and true
Laugh at the
Happy, w

NAMING A CHILD.—Mr. Frogs, a tailor who had left Charleston at the commencement of the war, returned after the capitulation, and got acquainted with a certain J. W. Gibbs, who was requested by Frogs to stand godfather to one of his children, which was agreed to by Gibbs, provided he should have the naming of the child. As they were going to the church, the father asked Gibbs if he had thought of a name.

"Yes," said Gibbs, "what do you think of our Lieutenant Gov. Bull?"

"Very good," said the father, "I approve of it very much."

The child was accordingly named Bull. Frogs did not immediately think of the drollery of the name, but when he did, he could have killed Gibbs for this imposition on his reliance and friendship.

He thought to have recourse to the Board of police to get permission to re-baptize the child; but when he saw Lieutenant Gov. Bull preside there, he thought it would be an affront to relate the story, therefore he postponed the matter, and the child retains the appellation of Bull Frog.

The gentlest task-master we ever knew of is a blacksmith, who says every evening to his apprentices—"come, boys let's leave off work and go to sawing wood." That blacksmith must be a brother of a farmer down east, who, one season when he was building a new house, used to try and get his hired men out with him to play dig cellar by moonlight.

THE MONTGOMERY MAIL, edited by Johnson J. Hooper, Alias

Amos Suggs, has the following good 'un: A correspondent of ours, writing us the other day, from Lowndes county, relates the following anecdote of Judge P—s: The Judge was holding Lowndes Circuit Court, and suddenly caught the eye of a witness on a trial which was progressing. This man, the Judge thought, was making the most demoniac grimaces at him, and without a moment's hesitation he ordered the clerk to enter up "a fine of ten dollars against that man for contempt of court"—pointing to the gentleman who carried the expressive physiognomy.

"Why, what's that for, judge?" exclaimed the unfortunate man.

"You're making faces at the court, sir! There you are again, sir! Mr. Clerk, enter up another fine of the same amount against this man."

Here our friend, Tom J—, interfered and explained that the person fined, habitually looked as he did now—was a worthy citizen—and never was "in contempt" in his life.

"Very good, very good, Mr. J—," said the Judge, "let the fines be remitted; but this court has a general power to abate nuisances which interfere with its administration of the law. Mr. Sheriff, carry this man at least two hundred yards from the court house, and see that he doesn't enter it again."

That poor fellow, we should say, "had it," very badly.

Courtesy,
Ten
flee,
Good Fellows,

JUNNY FELLOW.—It is said to be the custom at Irish r the followers, in the depth of their grief, to inquire parted, "Arrah, thin, why did you die?" This peculiar style of inquiry we find still exists. At the last of Mr. Cage, the land agent, who had his body riddled by one Pat Cahern, who was beside the unfortunate man was shot, gave the following evidence:—"The gentleman against me, and then on the ground. I raised him up, asked him, 'are you dead, sir?' and as I received no answer, I laid him down." We suppose if the answer had been "Indeed I am," Pat would have been satisfied beyond all doubt. There's a story of an Irish sailor, in a similar situation. A messmate was wounded in action, and Pat was ordered to hoist him on his back below. As he was bearing the man along in the smoke, Pat asked, "Where are you hit, honey?" "Lost my leg," was the reply—and no sooner uttered than another ball whipped off the wounded man's head. When Pat brought his burden into the cockpit, the surgeon swore at him for bothering him with a lifeless, headless trunk. Pat gazed astounded, and at last said, "Faith, then, what a fool I was to believe him; he told me it was his leg he lost, and not his head; but he was, dead or alive, the greatest liar that breathed."

AMERICAN PORTRAIT GALLERY.

No. 5—NEW SERIES.

For the Model American Courier.



BRIGADIER GENERAL PERSIFER F. SMITH.

Since the commencement of the present war, few officers have attracted more attention than Gen. Smith, Colonel Mounted Rifle Regiment, who, though lately appointed into the service, is yet an old soldier, having on more than one occasion commanded in Florida the troops of Louisiana mustered into the service of the United States. When Gen. Taylor, after the battles of Palo Alto and La Resaca, called for volunteers, he requested that Gen. Smith might be assigned to their command, and from this capacity he was removed to the Colonelcy of his present regiment, the Mounted Rifles.

For his gallantry at Monterey, Col. Smith received the brevet of Brigadier General; and though many doubted whether the command of a new regiment should have been conferred on a civilian, none hesitated to declare that the Colonel had well earned his higher brevet.

Gen. Smith was subsequently highly distinguished in the operations of Gen. Scott in front of Mexico, having been mentioned in every gazette.

Col. Smith is a native of Philadelphia, in which city his family reside. The engraving we present is from a drawing made for Messrs. E. H. Butler & Co., to illustrate the Army of the U. S., by

Fayette Robinson, Esq. It is said to be an excellent likeness, and at once will enrich and adorn our Portrait Gallery of distinguished Americans. Indeed, it is with no little State and City pride that we place the above portrait and brief memoir of this eminent individual in our columns.

It will be remembered by many that Gen. Smith formed part of General Worth's Division at the storming of Monterey, and was entrusted by that officer with the storming of the forts near the Bishop's Palace. His troops marched through extensive corn-fields, over rocks and ledges, and through a branch of the San Juan river, while it was plashing and foaming with the Mexican shot. The enthusiasm with which they attacked the forts, entering them at a perfect rush, was not surpassed by any achievement of that eventful day. For his manner of conducting the attack, and his subsequent services, General Smith is mentioned by Worth among those whom it was "his pleasing and grateful duty to present to the consideration of the commander-in-chief, and through him to the government." After the capitulation, he was appointed to receive the surrender of the citadel, a ceremony which he conducted with forbearance and delicacy.

ROYAL BIOGRAPHY.

ORIGINAL POETRY

[For the Standard.]

Farewell to the Vineyard.

Farewell to thee, Vineyard! fair Isle of the sea!
Thy cliffs and thy hills will be welcome to me,
When homeward I'm bound from the ocean of whales
To mingle with friends and be safe from the gales.

The sweet, placid hours I've passed in the shades
Of thy oaks and thy pines, thy evergreen glades,
Will recur to the heart in an endless train
As the waves of the ocean that break on the main.

Thy harbor, fair Vineyard, locked in by the land,
Encircled by rocks and the white, shiny sand,
Will be dear to the heart while memory shall last,
And bring in review the dreams of the past.

Farewell to thee, Vineyard, bright gem of the sea!
Though in far off climes I may wander from thee,
My love and best wishes shall never depart,
Whether joy or sorrow shall swell the full heart.

PARMENUS PARSONS, JR.



THE ENCAMPMENT AT VALLEY FORGE.

It cannot be otherwise than beneficial to restore occasionally to our eyes and our thoughts, the scenes and incidents of the hardships and sufferings of the ever glorious architects of our National Independence; an independence made more sure and lasting by the very magnitude and rigor of that ordeal, through which, like the passage of the burning ploughshares, our beloved Washington, the brave and generous Lafayette, and the host of kindred spirits, both rank and file, were compelled to make their way. Such recollections cannot, we say, but have the effect of re-kindling in the hearts of all true Americans the smouldering embers of patriotism, and of implanting in every breast still more firmly the determination to cherish and protect the inestimable and blood-bought boon of liberty, that it may be handed down unstained by weakness, vice or oppression, to the latest posterity.

The above engraving represents the Encampment of Washington's Army, during the more than Si-

berian winter of 1777-8, in which cold, hunger, and disease, made such sad inroads upon the already reduced numbers of our brave defenders; and while the hireling hordes of the oppressor King were revelling in the luxuries of ease and plenty, in the very homes from which our little band had been driven.

After General Howe had taken up his quarters in Philadelphia, Washington anxiously sought the most favorable place to quarter his freezing soldiery, sufficiently near the metropolis to hold in check any disposition the British General might have to harass the more populous portions of the county to the north and west; and at length selected the dreary, but strong position at Valley Forge, a deep hollow about twenty miles northwest from Philadelphia; and upon the mountainous borders of this valley the whole American army encamped, during one of the most rigorous winters ever experienced in this country. The American soldiers were too

ill clad to admit of their passing the inelemt season under tents, and Washington therefore ordered that a sufficient number of huts large enough to accommodate twelve men each, should be erected, made of logs, and filled between with mortar. So intensely cold was the weather, and so exhausted were the soldiers when they commenced their march towards Valley Forge, that some were seen to drop dead under the benumbing influence of the frost; others, without shoes, had their feet cut by the ice, and left their tracks in blood!

The scene here pictured by the artist, is evidently one in which the Father of his Country, who ever regarded those whom he commanded as his children, is making his accustomed visit to all parts of the encampment, cheering and solacing the sick and afflicted, and observing in person that those entrusted with the health and comfort of his soldiers were properly attending to their wants, with the best provisions that could be procured.



Why do you love the Bible?

For its promises,
So rich—so freely given,
That offer light and life to all,
And happiness and heaven.

I love it for its glorious truths,
On every page displayed;
That doubting sinners here may learn
What God himself has said.

I love it for the love revealed
By God to sinful man;
I love it for the promise sealed,
Redemption's finished plan.

I love it for the hope it gives,—
Bright hope that soars on high;
And feasts my ravished soul on joys
That never, never die.

I love it for those glowing lines
That speak a Saviour's love,
Tell how he suffered for our sins,
And pleads for us above.

S. S. Advocate.



For the Well-Spring.

Hail Pastor! Hail!

Hail Pastor! Hail! behold a throng
Of youth their gifts impart,
Accept, though small, with cheerful song,
These tributes of the heart.

But while we bring the flowers of Spring,
As tokens of our love,
Thy home to deck, we'd not forget
To ask of heaven above,

That peace and plenty evermore
May in thy mansion dwell,
That heavenly grace may cheer thy face,
And every gloom expel.

Long life and health, celestial wealth,
Are boons we ask for thee;
And more than this (if right to wish,)
May heaven bestow as free.

Long may this happy union last,
A bond of social bliss,
And many a year, our hearts to cheer,
Return sweet scenes like this.

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A Journal of a Whaling Voyage from
New Bedford to the North Pacific Ocean
in the Ship Abraham H. Houslan from
August the 18th 1851 to

by Henry A. Phillips

Done

For W Liberty



7 Ship ABH H. Howden Gross



1851.
No Bedford Towards the Western side Aug

13

I have been the
while with me
Every

#9

Amount of Oil taken on board Bussque

Gauges in gallons

2.81	2.75	1.57	2.14
2.83	3.10	1.60	2.26
2.26	3.12	2.52	3.30
2.20	2.14	2.41	1.82
2.26	3.00	2.09	2.60
2.14	2.00	1.77	1.75
1.15	1.30	1.14	1.40
1.48	2.10	1.21	
2.71	2.40	1.53	
.81	1.53	1.12	
.71	1.21	1.29	
21.26	25.15	18.41	+ 14.87

252.66 14 gallons

Total first oil taken
off in 1854

Bo Head		Oil taken in		Cohasset Sea	
2.15	3.39	3.61	3.60	1.84	
2.0	2.80	1.90	2.60	1.80	
2.70	2.20	1.33	2.90	1.80	
2.91	2.15	1.70	2.00	2.05	
1.50	2.20	1.10	2.05	1.84	
3.60	2.10	2.10	2.15	3.55	
1.75	1.60	3.16	1.95	1.78	
1.00	1.86	3.63	1.90	.94	
3.40	1.00	3.10	1.05	.83	
1.00	2.91	3.10	1.80	.90	
1.00	3.52	2.10	.98	1.00	
1.05	1.46	2.01	1.00	.94	
1.00	1.90	1.71	1.00	1.58	
2.10	2.40	1.74	2.8	1.80	
2.70	1.65	3.44	3.03	1.60	
1.80	3.40		1.85	1.85	

30.58 - 35.54 35.73 25.36 28.38 Gallons

Total 101.88 gallons 170.19 Gallons

3.23 lbs 8 1/2 gals

June 20

* All 3 for the test these lines was secured by me in 1854 from my brother in 1854 at the time she was 67 years of age the name of my brother was B. Phillips

~~Ship Abraham~~ ~~of~~ ~~New Bedford~~ ~~on~~ ~~a~~ ~~whaling~~ ~~voyage~~ ~~to~~ ~~the~~ ~~Pacific~~ ~~sea~~ ~~from~~
 On a whaling voyage to the Pacific sea from
 August the 18th 1851 up to within 20 days of
 her being lost on the reef or bar at Oahu in
 December 1852

by Phillips second mate of the ship

At noon got underway with fresh breeze from NE
 at 4 Pm discharged the pilot and steered out on a
 wind to ESE at dusk hove to 12 miles
 Middle part light breezes latter part fresh breezes again
 from NW we steered to SW under easy sail
 so ended with the green hoary all casting up
 a very accurate

From this date up to the 8th of Sept nothing
 worthy of note on the 8th saw a shoal of Spanish
 Whales leaved from them but could not come up with
 them our Latitude now is $38^{\circ} 41'$ North & Long $158^{\circ} 20'$
 Lat left $41^{\circ} 38'$ Longitude $150^{\circ} 56'$ it will be seen by this
 that we have made a course ESE & distance of
 1520 miles Sunday Sept 14th made the land the
 western part of the Island of Hawaii bearing East 30
 miles we saw Caum up in sight of Corro & saw several
 vessels lying off & on the Island

beginning of 15th the mate went
 On shore at 7 Pm he came on board with some letters
 through the night we lay off & on latter part Capt went
 On shore we saw several ships among the Enterprise from
 New Bedford first part Capt came on board being with
 him a Barge loaded with potatoes & onions at 8 Pm the
 Barge left for the shore & we for the North Pacific
 Ocean the remainder of the voyage is written down up
 to the 1 of Sept 1852 & since that up to the time
 the ship was lost I have wrote but little thinking it
 a waste of paper

I have also in this book a few lines written
 while on board of the ship *Claverton on a cruise to the
 Pacific and a visit to several Islands on of the Bonin
 Group

in April 1853 this ship was commanded by
 * James Rempton Turner

26th R. C. Phillips

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Remarks on board Ship *Albion* Howard

Wednesday Sept 3rd Commence with brisk breezes from ESE and clear ship's head by the wind & NE carrying all prudent sail

At 7 PM variable shifted the topsails their being early appearance of a gale at 9 PM gale still increasing took in the fore & mizzen topsails and canvas closed reefed the main topsail & bore too & head to NE middle part strong squally & accompanied with thunder & lightning latter part wind shifted to West we made all prudent sail & staved by S latter part increasing breezes with a heavy swell from SE so ends

Lat obs'd $39^{\circ} 03'$ North

Long by Chro $44^{\circ} 24'$ West

Thursday Sept 4th

Lat obs'd $38^{\circ} 10'$

Long by Chro

Began with increasing breezes from NW & fine weather steering by S with all sail set all hands employed in various jobs and the five men mending the compass & rigging at 5 PM saw a strange sail to the Westward

Middle and latter part light breezes & passing clouds At daylight saw the Strangers on the larboard quarter steering to the Eastward we employed setting up the topmast backstays so ends 2 men sick of duty

Friday Sept 5th Lat obs'd $39^{\circ} 30'$ North

Long by Chro $41^{\circ} 57'$ West

First part light breezes from NW and fine seas and weather course by S with all sail set all hands employed in ship's duty the Strangers in sight to the Westward

Daily rate of the Chronometer $3''$ gaining which makes the Chro this day $1^{\circ} 38''$ fast for mean Greenwich time at 4 PM hoisted the Boat to try the Anem at Pulling middle part light breeze latter part small breeze

at daylight saw the Strangers to the NW

Ends Lat by Chro $39^{\circ} 35'$ Long by Chro $39^{\circ} 50'$

3rd 1851

14
Peter Page Master From New Bedford

Saturday Sept the 6th
First part light breeze from NW and
from we started E by S under all sail with
employed in ship's duty placing the spinn
sails so as to have them of deck at 4 PM
Wind hauled to SW braced round and kept
Our course at midnight wind hauled to NW
Again latter part strong breeze and passing
cloudy the stranger still in sight to the
NW so end with the sick as usual

Lat obs'd 39° 31' N
Long by Chron 38° 26' W

Sunday Sept 7th
Commence with brisk breeze
from North and passing cloudy course E by S
with all sail making 4 by 4 & 1/2 m per
gallon sail the stranger to the North
At 2 PM saw Blackfish chased the boat but
did not strike at 5 took up the boat and
stayed by the wind to the SE saw 4 Boats
with large topgallant masts

Middle & latter part light breeze from NE
At daylight saw our strong friend ahead

Lat obs'd 39° 08' N
Long by Chron 38° 05' W

Monday Sept 8th
All these 24 hours light breeze and pleasant weather
Ship's head E by S with all sail set at 1 PM
Saw breeches at 1:30 chased 3 boats and part
of food them at 2 made them out of sight
Whales we got close on to them but they went
down and came up at going quiet to the wind
ward we chased with all 4 Boats untill 5 PM and
they gave up and came on board and saw more
Whales at 5:30 chased again but darkness prevented
Our seeing the whales from the boats at 8 PM took
up the boats and took in sail middle part calm at
2 AM veered ship to the Eastward and lay with the
main topsail aback at daylight saw the stranger
to windward & cutting latter part light breeze
At meridien saw breeches made all sail
At started from them but saw no more so end

Lat obs'd 38° 41'
Long by guess 37° 20'

Ship. Am H Howland Peter Page Master

Tuesday Sept the 9th

All these 24 hours fresh breezes and passing clouds we steered by the wind to the NE & SW looking hard for whales at 4 PM Landed for blackfish with out success latter part saw 4 cockles and 2 strangerz so ended 2 men sick And as many more at seagiving

Lat Tobin $38^{\circ} 00'$

Long by Chron $37^{\circ} 09'$

Wednesday Sept 10th

All these 24 hours light breezes and fine weather we steered by the wind SW 2 sail in sight at 1 PM Tacked to the NE latter part saw blackfish landed for them got none at 11 AM saw breeches run for them but saw them no more one Brig in sight steering to the Eastward so ended Lat Tobin $38^{\circ} 53'$

Long by Chron

Thursday Sept 11th

Come in with light breezes from SE & fine weather we steering West for breeches watch employed tarring in job & fly job guys muddles And latter part increasing breezes from SE & overcast we steered by the wind to the Eastward saw 2 strangerz steering to the NE and plenty Grampases so ended Lat $39^{\circ} 53'$ North

Long by Chron $34^{\circ} 56'$ West

Friday Sept 12th

Commenced with strong breeze from SE ships head E by S in topsail and sails at 2 PM parted the little pennant studd the sail & fitted new pennant at 4 PM took in sail ships head E by S at 11 PM A fresh squall from SW took in fore and mizzen topsails & latter part fresh gale from SE & some rain we steered by the wind to the SE Under double reefed main topsail & fore sail watch employed in various jobs

The 2 men that are sick have not done any duty science leaving home so ended

Lat Tobin $40^{\circ} 23'$ North
Long by Chron $33^{\circ} 21'$ W

From New Bedford Towards the Azores

Saturday Sept 13th

Commenced with fresh
Grown S.W. and squally with some rain ships
Heard by the wind S.E. under easy sail
At 4 P.M. gale decreasing set the fore &
mizzen topsails closed reefed at 7 P.M.
moderate breeze and heavy swell from S.W.
middle part light show of rain. At 8 P.M.
steered South and main sail latter part
squally with plenty rain took in and made
the sail by required so ends no drive

Lat ~~40~~ by AC 40.00

Long by the sun 32.33

Sunday Sept 14th

Weather ships head. Commenced with squally
At 2 P.M. a fresh by the wind to S.E. &
squall from West took in all sail here
the main topsail & fore sail reefed at 4 P.M.
more moderate set the fore sail latter part
fresh breeze and fine. At daylight made
the land the Island of Flores bearing East
30 miles we steered down from the Island
and at 10 P.M. saw Casco 18 miles dist saw
Aboard several vessels going off on so ends
Lat ~~39~~ by 39.33 North



Monday Sept 15th begins with fresh breeze
from N.W. and fine we bearing down for the
Island at 2 P.M. came up abreast of the town
and sent the boat in for potatoes at 6 P.M.
the boat returned with some middle part
lay off on at 7 P.M. Capt went on shore
to trade. Throughout the forenoon received
several visits from the shore some to see
the ship and some to trade so ends no drive



17.
Remarks on board Ship Albin J. Howard
Tuesday Sept 16th

Come in with light breeze
From the Westward ship lying of shore
Capt on shore at 2 Pm took 4 liter along
side with potatoes & onions, took also from
the 2 Bullack at 4 Pm took an other liter and
Discharged her at 6 the Capt came on board
And brought 2 portiguere with him to go
the voyage at 8 Pm we kept of SE at 10 hour
led to the wind to the SW by of through out
the night and at daylight kept her away
SE again saw several vessels on of them by long
Sat obsn 39. 14.

Long by Chron

Wednesday Sept 17th

From NW and First part light breeze
Frequent showers of rain we
Storing SE & S with all sail set watch im-
proved Making cris of the Recruits middle of
Latter part strong wind at daylight
Saw several vessels at 10 AM. Saw
two bearing NE 30 miles so end of

Sat obsn 37. 57.

Long 27. 56.

Thursday Sept the 18th one month out

All these 24 hours strong wind from
the Eastward and frequent squalls of wind
And rain at 2 Pm spoke the ship
Conally Howard Capt Crosby 10 miles off 28 days
out we stored SE & S in company Capt Crosby
On board at 6 Pm double reefed the topsails
At 8 Pm parted company latter part saw but
found to the North nothing more remarkable
So end of
Sat obsn
Long

Peter Pease Master Towards the Cape Verde

Friday Sept 19

First part fresh breezes from NE and
suddenly we steered S by E under double reef
topsails at 2 PM by before the Cornubius hoisted
to come down at 3 went on board at 4 PM
Parted company middle of latter part
Light breezes with frequent squalls in
Rain at daylight saw our friend ahead
Saw also several other vessels 2 fore left
Schooners Whaler men so ends trimmed
The ship more by the head Lat Obs $33^{\circ} 55'$
Long by Chron $24^{\circ} 39' W$

Saturday Sept the 20

Begins with light
Breezes from NE and A few passing
clouds we steering S by W under all sail
At 3 PM received A visit from Capt Crosby
Let him have A glass for A spanked luncheon
At 7 PM parted company and steered S by W
In topsails & fly jib latter part light
Breezes at 9 AM signalled A English Barque
steering E & S by E Lat 32° or north
Long $24^{\circ} 16' West$

Sunday Sept 21

All these 24 hours light breezes and
suddenly we steered S by W with all sail
and friend to the Eastward so ends
Lat Obs $31^{\circ} 06'$
Long by Chron $24^{\circ} 28' W$

Monday Sept 22 1851

Begins with light
Winds from SE and fine weather heading by
the wind S by E under all sail at
2 PM Capt Crosby came on board at 4 PM passed
An English barque standing to the Northward
At 7 PM wind hauled to the Eastward at 7:30
Parted company with our friend Capt Crosby and
left of S by W took in the fly jib & fore & Mizzen
topsails & the best of friends must part
latter part as above
~~the three at the end of the day~~

We saw porpoises & A
Shark Met our friend to the South
so ends with the 2 men sick.
Lat $29^{\circ} 45'$ Long $24^{\circ} 44' W$
This day for the first time set
A fore topsail & studding sail

Ship *Alfred Howard* TowardTuesday Sept 23rd

First part light

Air from south of fine middle part
 Fresh squally of winds & rain we steered
 By the wind to the S. S. W. to the best adv.
 Anty handed the fore & mizzen top sails & sails
 Latter part brisk breeze from S. S. W. we
 Steered S. W. by W saw several vessels so ended
 So ended
 Lat obs^d 28° 17'
 Long 126° 12'

Wednesday Sept 24

Commenced with storm

Breezes from S. E. & overcast we steering
 By the wind to S. S. W. with all sail
 2 sail in sight middle part wind
 Halted to the Eastward we set fore & main
 Studding sails & steered S. W. latter part
 gentle breezes we employed fitting sails
 & after 3 miles of drift only the end
 Killed the calf
 Lat obs^d 25°
 Long 126°

Thursday Sept 25th

beginning with gentle

Breezes from E. by S. W. smoky weather but
 A squally sea and fine weather for whaling
 We steering S. E. by S. with all sail middle &
 Part squally double reefed the topsails latter
 Part more moderate made all sail steered
 S. W. by W saw 5 sail all bound to the S. W.
 So ended at noon Lat obs^d 22° 30' N.
 Long 125° 28' W.

Friday Sept 26th

Commenced with strong

Wind from E. by S. and overcast we steered S. W.
 In top gallant sails several sail in sight and
 We employed fitting new foot ropes & further
 Stowed latter part as above saw 4 whaling
 Barge standing to the south fore & main
 Mastsail pendants so ended
 Lat obs^d 19° 23' N.
 Long 124° 50' W.

Bearing 13 degrees Westley

We find our ship to be of good sailon

The Cape Verde Islands Peter Pease Master

Saturday Sept 27th

Begins with strong trade from E by N and thick cloudy weather. We steering SSW in topsail and sails & fly jib 2 sail in sight one whale watch in place. In fighting new futropes at 4 PM saw a shoal of blackfish at 6 PM double reefed topsail. At 10 PM came to the wind to SSE courses. Up middle part fresh breeze at 4 AM. Up of SSW at daylight at the courses. At 9 AM a fresh squall from East took in jib & mizen top sail hauled up the courses. Latter part strong gail we steered S by W. At 11 AM made the land the Island of St. Antonio bearing S by E 20 miles so end. Standing in

Lat & by Log 17° 06'

Long by Chron 24 44 W

Sunday Sept 28th

Commences with strong gail from E by S we standing to the South. At 1 PM strong squall took in fore topsail and foresail there being every appearance of a hard gail at 3 PM it moderated. We set the topsail and courses at Antonio. At 10 miles saw several vessels at 7 PM the wind hauled to the NW braced round. And steered SSW at dusk land distance 7 miles. Middle part light air inclined to calm we drifted near the land at daylight took a small breeze from ESE we steered South. And soon got an offing saw St. Barque and the Island of St. Vincent so end.

Lat obs'd 16° 30'

Long 20° 23'

Monday Sept 29th

All these 24 hours light air and at times fresh trade pure steering for Brava at 4 AM made the Island. At 11 Capt went on shore so end. Several ships going off and on.

Tuesday Sept 30th lying up Brava. At 5 PM Capt came on board we steered SW in company with the enterprise. At 8 PM parted company with her latter part light air saw several ships & plenty porpoises. So end Brava NE 12 miles

Lat 14 48 N
Long 24 44 W

Ship, B. M. H. Howland Bourn

Wednesday Oct 1. 1851

All these 24 hours fresh trades and passing cloudy we steered S by E in company with the Enterprise at 2 PM the Capt went on Board of her Boats NW 40 miles at 9 PM Partee Company with her middle part steered Along under easy sail at daylight made All sail send 3 ships this morning while employed drawing water. A man fell Overboard we soon got it bent down and saved him from that grave where many A sailor has gone we found him to be not the least hurt but most badly scoured

So ends

Lat 12° 44' North

Long 23° 01 West

Thursday Oct 2nd

All these 24 hours fresh Trades and fine weather we steered S by E Under all sail at daylight sent up the Main and yard and set the sail so ends With the number of 8 sail in sight

Lat obs'd 10° 11 North

Long by Chron 22° 20 West

Friday Oct 3rd

Commences with light

Trades and Black Clouds, weather at 3 PM Sailed the trades we steered to S by E to the best Advantage several vessels in sight bound to the South 6 PM variable winds & weather middle Part squally in fore & main topgalls & fly Sails latter Part fine weather wind from the Westward several ships in sight to the SW so ends no obs at noon Lat 9° 40 N

Long by Chron 21° 59 W

Saturday Oct 4th

Begins with light airs and

variables we steered to the S by E to the best Advantage at 4 PM fresh breeze from S E 7 PM squally steered for 8 miles topgalls 7:30 veered ship to E S E wind from south middle part with A good breeze ship head S E latter part no employed furling studding sail tack & Hauled Black sheets fast ropes for the fly the Bottom so ends

Lat obs'd 9° 33'

Long 21° 20

P 22.

To the South, Peter Pease Brother

18. 57

Sunday Oct 5th

All these 24 hours light variable wind & weather we steered to the south at latter part wind from N W we set the Studding sails And steered S by E so ended Lat obs'd $29^{\circ} 00' N$ Long by Chron $20^{\circ} 59' W$

Monday Oct 6th

First part gentle breezes from West and Cloudy we steered S by E with all sail set At 4 PM saw bellos middle part baffling Windy and plenty rain latter part brisk Breezes from W & W and good weather set the Studding sails & steered Course S by E again So ended one man sick he has not done any duty since we left home

Lat obs'd $7^{\circ} 41' North$
Long by Chron $30^{\circ} 14' West$

Tuesday Oct the 7th

All these 24 hours fresh Breezes from the Westward and comparatively good weather we steered to the south by the Wind saw 2 sail not everything else this day so ended Lat obs'd $6^{\circ} 17' N$ Long by Chron $18^{\circ} 40'$

Wednesday Oct the 8. 18 57.

All these 24 hours light breezes and all sorts of weather we steered to the south to the Best Advantage saw some vessels latter part employed Tussing in & setting up the fore riggen so ended Lat $5^{\circ} 53'$

Thursday Oct 9th

All these 24 hours fresh breezes & though Cloudy rainy weather we imployed Tussing in main riggen

This day I was taken with A severe Pain in my head which finley settled All over the but by salts & blisters I have finally got over it so ended

No obs'd

Lat by Guid $5^{\circ} 00' N$

Ship Abm Hb Howland at Sea

Friday Oct 10th
 variable wind & weather through the
 Day we steered to the S^{SE} signall
 ized an english Basque so ended
 No obsn

Saturday Oct 11th

All these 24 hours fresh variable wind
 And say we standing to the S^{SE} and
 All prudent sail at 4 Pm veered to the
 S^W latter part saw several vessels all working
 to the south among them 2 whale men so ended

Sunday Oct 12) Lat obsn 4° 15' N
 Long pred Choo 15° 35' W

First 8 hours fresh breezes from S^E and
 Good weather we steered by the wind to S^{SW} under
 All sail at 1 Pm signallized an American
 Whale ship showing A swallow tailed signell
 Red & white banded it the Harry Greenland
 At 5 based for blackfish did not get any
 At 6 took up the boat at dark 4 strangers
 In sight middle and latter part sun pour
 ing cloudy at 11 Pm tacked to S^{SE} at
 3 Pm wind hauled to the south again
 Tacked to W^{SW} 7 vessels in sight so ended
 Lat obsn 3° 35' N
 Long pred Choo

Monday Oct 13th

beginning with light breezes
 from South & pleasant we steering by the
 wind W^{SW} under all sail plenty vessels
 in sight to the Eastward at 3 Pm A light
 squall of wind and plenty rain, wind hauled
 to S^E in the squall latter part strong wind
 from South at daylight unbutton the fore
 top gallant sail to repair saw A frigate
 And plenty vessels all bound to the south
 so ended

Lat 2° 33' N

Long 16° 40

Variation 15° West by

Near the Equator P. Case Master Oct.

Saturday Oct 14th

All these 24 hours light breezes from the South and good weather we stered by the wind N.W. under all sail several sail in sight we bent the fore topgallant sail & set him latter part employed fitting the lead riggin so end Lat obsn $1^{\circ} 29'$ South Long ped thro $16^{\circ} 40' W$

Wednesday Oct 15th

All these 24 hours light wind from S.E. & fine weather we stered by the wind S.W. & S.W. by W carried all sail employed seiging of the lead riggin and setting it up on ships in sight to the Westward steering to the south so end This day at Meridian was on the Equator Latitude $00^{\circ} 00'$ Long $19^{\circ} 05' W$

Thursday October the 16th Crossed the Equator and come again in to South latitude first part light breezes from S.E. and fine weather ships head S.W. under all sail one straggled to the Westward set up the stowed lead riggin latter part strong trades ships head S.W. by S in fly jib & for & onizon topsattening the straggled to Westward so end Lat obsn $1^{\circ} 56'$ South Friday Oct 17th Long by Chro $21^{\circ} 03' W$

Commenced with fresh trades and passing clouds ships head by the wind S.W. by S in fly jib & fore & byn topgallant watch employed fitting lead riggin at 4 P.M. broke out of the hole for better mid part strong wind latter part more moderate set all sail watch employed as usual in the riggin so end Lat $4^{\circ} 14'$ South Long ped thro $22^{\circ} 06'$

Saturday Oct 18 All these 24 hours fresh trades and fine weather we stered Course S.W. under all sail employed fitting riggin & pumping labor that at 8 P.M. Looked for blackfish without success so End all well Lat obsn $6^{\circ} 29'$ South Long $22^{\circ} 49'$ West

SHIP ARM. H. HOWLAND TOWARDS.

Sunday Oct 19. 60 days out

All these 24 hours fresh trades & light showers
of rain we steered SSW with all sail so ended

Lat din 9° 04 South
Long 23° 39 West

Monday Oct 20th

All these 24 hours fresh trades and fine weather
we steered course SSW & and carried all sail
Saw A Brig standing to South so ended

At 10 A.M. took A Runad din by the sun & moon
Long deduced from this din 24° 30 West
Lat at noon 11° 52 S

Tuesday Oct 21st

Comein with fresh trades and
pleasant weather we steered course SSW & with
all sail watch imployed in various jolts. latter
Part moderate trades we imployed setting up the
Foretopmast again and painting boats so ended

Lat at noon 14° 27 South
Long per Chron 25° 37 1/2 W

Wednesday Oct 22nd

First part of these 24 hours
light trades and pleasant weather we steered
SSW by 1/4 S with all sail set middle part
Wind hauled to NE latter part strong breezes
from NNE and passing clouds saw A whale
Ship steering to the Eastward watch imployed in
various jolts of ships duty so ended

Lat din 16° 19 South
Long per Chron 26° 04

Thursday Oct 23rd

Comein with brisk breezes
from NNE & and passing clouds Course SSW & S
At 1 P.M. shipped the studding sails to the starboard
side turned up the waist boat to paint at
5 P.M. squally with every appearance of rain
Barometer Oct 29.8 At 7 P.M. fresh gale from
West took in topgallants middle part wind hauled
to SSE tacked and stood to the SW at 4 A.M.
made all sail and saw A Barge steering NW
At 9 A.M. passed A Brig steering to N & we
checked the spunkies and sent down the gaff
Rigged New Vapour left saw junks so ended

Lat din 17° 38 South
Long 26° 38 West

Cape Horn Peter Pease Boats

Friday Oct 24th

All these 24 hours light variables and fine weather we steered SSWth W with all sail saw several vessels steering various courses we fitted New back ropes for the dolphin stanchion secured

Lat obsⁿ 18° 46' SouthSaturday Oct 25th Long per Obsⁿ 27° 46' West

First paste light breezes from NE and fine weather we steered SSWth W employed getting spunked rigging latter paste thick foggy weather took out for board & water at 19³⁰ AM made the land the Island of Trinidad bearing per compass S by E 9 miles at meridian was up with the West end of it dist 2 miles Passed A Brig standing to the NE second

Lat obsⁿ 20° 26' SouthLong per Obsⁿ 29° 10' W

Which puts our Chronometer 5" miles too the Eastward of the true Longitude by the line

This brings Sun Oct 26

Commence with fresh breezes from North & foggy weather we steering SSWth W under all sail Trinidad NE 4 miles at 2 PM passed A top sail schooner standing to the Eastward at 2³⁰ A fresh squall from SSW accompanied with rain took in studding sails and braced ships on A wind to SSE at dusk took in topsail anchors at 7 PM in 2 shifts in the topsails latter paste more moderate made sail head too the westward struck 2 porpoises and drew the long so ends

Lat obsⁿ 21° 20' South

Remarked on board Monday Oct 27 1851. Strong breezes from SSW and cloudy ship's head West on A wind middle paste squalls hindered topsails latter fresh breezes ship's head SSW watch employed bending spunkies and making spunkies

Lat obsⁿ 21° 42' Long per Obsⁿ 30° 57'

This day's hauls all hands aft and gave them Bunkies to send they had their Choir out of 100 volumes A thing during 22 years at sea I never saw before This ship is supplied with A good lib.

27
Ship Storm H. Howard Toward

Tuesday Oct 28

Begining with light breezes from South & fine weather
Ship's WSW with all sail except flyable & long
Topsails we fitted for sail rigged were new for
Japs gallant clewlines one strange sail in sight to
the westward at 5 PM took a Lunar Obi by
Observing the distance of the moon from the sun
The Longitude deduced from this Obi was
at 5 PM $27^{\circ} 49' + 30^{\circ} 55' =$ Chro $30-59'$

Lat^r post much the same as above the stranger
to the North so end Lat Obi $22^{\circ} 45'$

Wednesday Oct 29 begining with fresh breezes
from South and fine steering SW by W with
the sail at 6 PM kept off for 3 points at
7 PM made them out humpbacks at 8 PM
wind hauled to the NE squared in and steered
SW at 7 AM hauled again to SSE latter post
employed fitting cutting & painting guies saw the
stranger to the Eastward sound Lat $23^{\circ} 56'$ South
Long per Chro $34^{\circ} 14'$ by Lunar $34^{\circ} 17' W$

Thursday Oct 30

Come in with fresh breezes
from SE we steering SW with all sail im-
ployed fitting cutting gear and painting stowed
Boat, latter post fresh breezes & change sound
Lat Obi $26^{\circ} 10'$ South
Long $35^{\circ} 47'$ West

Friday Oct 31

All these 24 hours brisk breezes from the
Eastward we steered SSW with humpbacks sound
2 Men sick Lat $28^{\circ} 30'$
Long $37^{\circ} 14' W$

Saturday Nov the 1st

Not any thing remarkable sound Lat $29^{\circ} 32'$

Sunday the 2 begining with light breezes from
the South ship held by the wind to the SE
and A. Barque standing to the Southward
This day Capt. J. Jones got ill at sea
Lat Obi $30^{\circ} 58'$ Son $38^{\circ} 40'$

And Aug the favorite of the ship's company
Not like the look of the bird made wave with
him and got so excited that it caused him to lose
a fit which soon put an end to him

Cape Horn Vector Case Master 18.51.

Monday Nov 3rd begins with light airs
Inclined to Calm we working to the South
At 12 past Meridian buried our dead dog
Hous name was Flash and I did believe that
A feeling of our visited every man throughout the
ships Company at 10th wind hauled to WNW we
steered SW latter part fresh breezes saw the stranger
to the NE and we find we can in a good breeze
Out sail him so early Lat obsn $31^{\circ} 29'$
Long per Chro $39^{\circ} 14'$

Tuesday Nov 4th Comes in with gentle breezes
from WNW and fine weather ships head by
the wind SW watch employed in various
jobs getting everything ready for the stormy Cape
middle of latter part much the same with
rather more wind we saw some finbacks
And the stranger to the North so early
Lat obsn $33^{\circ} 32'$

Wednesday Nov 5th Long $40^{\circ} 27'$

First part gentle breezes from WNW and
smothery we steered SW by W with all sail set
watch employed bailing out the after hole for
Provisions put the men on an Allowance of
molasses one gallon per month the stranger
to the North saw some finbacks latter part
light breezes from NE we set the sliding sail
And broke out the between decks and took an account
of our sails & trimmed the ships men by the head
No words Lat obsn $34^{\circ} 57'$ South
Long per Chro $43^{\circ} 01'$ West

Thursday Nov 6th

Comes in with increasing breezes
from NE and hazy weather steering SW by W with
All sail employed stowing off and making room better
on deck at 5 PM took in light sails & stowed jib &
Mainsail their being every appearance of a gale
saw plenty finbacks at 8 PM hazy rain at 7 PM
Barometer standing at $29^{\circ} 08'$ at 11 PM $29^{\circ} 0'$ middle part plain
ly rain wind hauling to the south at 4 AM wind hauls
to South and brought on a gale we canted all hands
and took in all sail save the main spanes and
barnes to the wind head to the Westward latter part
saw gale from South head up WSW of NW N
so early Lat $35^{\circ} 15'$ Long $44^{\circ} 10'$ W

Ship *Alfred Howard* Soudy

Friday Nov 7th

Come in with strong gale from South And
A rough sea ship bore two unders mainsprances
Head up WSW off N. N. W. Boremates at 20. 8 knots
At 5 PM wind rather more steady with A Cross
Then we set the maintopsail close reefed &
Fore topsails & staysail middle part more mod-
erate set the foresail ship's head WSW latter
Part moderate breezes from SSW ship's head West
Made all sail after sheering them out on the
Head and bending them over we sent down
Our Cross jack yard to enlarge the shive halys
May being to small to admit the topsail sheets
From working easy at meridien Crossed him
Again & set the main topal down

Lat obs^d 35° 04' South
Long per Obs 45° 20'

Saturday Nov 8th

All these 24 hours moderate
Breezes from South & East and good weather
We steered by the wind to the SW and bent the
maintopsail to repair saw some finbacks at
9 AM broke black skin for the first time Cast a
Porpoise so end

Lat obs^d 35° 16' North
Long per Obs 46° 47' West

Sunday Nov 9th

beginning with increasing breezy
from SE and passing clouds we steering SW with
all sail except the maintopsail At 3 PM fixing
repairing him & sent it up and set him saw
A strange sail to the SE at 4 PM kept away
Four whales of some kind latter part light air
And at times calm at 9 AM saw right whales
Sawed four them cut not stroke second 3 men
Vick or sagging

Lat obs^d 36° 16' South
Long per Obs 47° 54' West

Monday Nov 10th

beginning with light increasing breezy
from SW steering by the wind to SSW under full sail
At 6 PM saw a right whale went too him and snift
Again at 7 took up the boat and in topsail & sails
By jib at 8 AM tacked to the Westward saw
great numbers of finbacks at 9 AM tacked to the
South under the main trying to repair nothing
more this day so end

Lat obs^d 37° 13'
Long 47° 57'

30th

1851

Cape Horn S. Pease Master 19

Tuesday Nov 11th

First part gentle breeze from SW and good
 Weather ships head by the wind SSE saw plenty fin
 backs middle part calm latter light air from West
 Under the old & bent a new foresail so end
 Lat $37^{\circ}26'$ long $48^{\circ}27'W$

Wednesday Nov 12th

First part light air from SW
 And fine middle brisk breeze from SW latter part
 Wind hauled to the Eastward we steered SW with all sail
 saw greater numbers finbacks so end kindly employed
 Putting on battens on the sail & plankwise
 Lat by acc $38^{\circ}00'$

Thursday Nov 13th

Come in with increasing breeze from
 East and overcast steering SW under all sail water
 employed in ships duty at 6 PM barometer at $29^{\circ}8\frac{1}{2}$
 Middle part wind hauled NE and plenty rain we
 took in sail as required latter part strong wind
 from ENE ship running under double reefed
 topsails & fore sail Barometer falling at Meridian
 took the boat up on the upper craning the sea ma
 king very fast so end no obs Lat by Account $39^{\circ}52'$
 Long $49^{\circ}52'W$

Friday Nov 14th

Began with fresh gale from
 East and plenty rain steering SW by S with double
 reefed topsails & foresail at 2 PM barometer at $29^{\circ}6'$
 At 4:30 wind got round to SE bore too and closed
 reefed maintopsail & mainspricer head SSW at 5
 AM more moderate at the foresail & close reefed
 fore & main topsails latter part strong breezes
 so end no obs Lat by acc $40^{\circ}39'$
 Long $50^{\circ}42'W$

Saturday Nov 15th

Come in with strong breezes from SSE and pouring
 cloudy steering by the wind to the SW at 2 PM turn
 one reef out of the topsails at 3 PM tacked ship to
 SE saw some finbacks middle part light air made
 all sail latter part wind from WNW we steered
 SSW so end Lat obs $43^{\circ}12'$ Long pred Chron $54^{\circ}00'W$

Sunday Nov 16th

First & middle part fresh breeze latter
 part light air from WNW steering SSW saw plenty
 finbacks & finbacks so end all well up to the
 By Littlefield
 Lat obs $44^{\circ}37'$ Long $54^{\circ}17'W$

31 Ship Alm H. Howland Toward 3

Monday Nov 17th

Commenced with increasing breeze from NW and fine pleasant weather we steering SW with all sail set at 1 PM hauled the labor boat for humpbacks but could not get up to him at 1.30 took up the boat and kept of our course At 4 came in foggy at 10 PM set foremast shrouding sail At 1 AM wind hauled to SW hauled up & steered by the wind hauled to SE at 5 AM strong breeze from SE tacked to the SW Double reefed the topsails Latter part out reefs ships head SW so ended

Lat $\odot$ $46^{\circ} 29''$ Lon $\odot$ $54^{\circ} 44''$ West

Tuesday Nov 18th - 3 months out begins with brisk breezes from SW and hazy weather we steering by the wind on the western tack topsails in & double reefed Fore & mizzen topsails broke out fore water at 3.30 PM veered ship to the SE this weather puts us in mind of our previous jockey & sea boots not withstanding the thermometer at 68° in the cabin middle part wind from WSW steered south latter by the wind SSE wind from SW Watch employed in ship's duty. Lat $\odot$ $47^{\circ} 47' S$ Long $\odot$ $54^{\circ} 38'$ Long $\odot$ $54^{\circ} 27' W$

Wednesday Nov 19th begins with gentle breezes from NW and clear pleasant weather ships head by the wind south with all sail set we employed felling new canvas to the floot & fin chains At 3 PM saw some humpbacks the water very green which denotes our near approach to the Falkland Is. middle and latter part fresh breeze from NW and good weather ship going large with fore topmast st. sail set. 9 knots per hour so ended

Lat Alm $50^{\circ} 02' S$ Long $\odot$ $54^{\circ} 56'$ by CR $54^{\circ} 59'$

Thursday Nov 20th Fresh breezes from NW And fine weather Course South with all sail From 12 until 2 PM the sea very blue and then changed to a light green at 4 PM Barometer at 30.1 with thermometer at 68° in the shade the weather rather cold middle part wind hauled to NNW the weather looked threatening double reef fore & mizzen especially & steered of SSE to keep clear of the falklines if the gale should come on shore latter part we steered NW with the wind from NW made all sail water looks muddy so ended Barometer at 29.7 knots

Lat $\odot$ $53^{\circ} 2'$

Long CR $55^{\circ} 45' W$

32 Cape Horn; Peter Sease; Master Nov 18. 51. 21

Friday Nov 21

Light air from NW we started by Warth all sail at 6 PM wind hauled to North the barometer smothering Watch employed in all sorts of work head men making ribs for the boat at 7 PM Barometer standing at $29^{\circ} 6'$ & 10th she has been on it stand about 8 hours But the weather doesn't look at all bad, at 8 PM the thunder rolled heavily & lightning flashed from every direction, wind from North and every appearance of a tempest took in all prudent sail latter part thick fog wind hauled to WSW we made some sail so end Lat $54^{\circ} 40'$ not very good Long CR $57^{\circ} 16'$

Saturday Nov 22.

Come in foggy and brisk breeze from West steering by the wind head to SW under topsails & courses at 1 PM fog light up that left the eye overcast Barometer at $29^{\circ} 6'$ thermometer at 65° The weather calmed at 4 PM foggy again at 10 cleared up And wind hauled to the NW middle part light breezes made all sail latter part fresh breezes from SSW and clear pleasant weather ship's head & SC seen Lat $55^{\circ} 28'$ Long $59^{\circ} 05'$ West

Sunday Nov 23

Come in with light breezes from SSW And fine weather standing to the SE under all sail unbent & repaired the fore top galsail & bent Main again at 7 PM tacked ship to the Westward At 7 PM Barometer at $29^{\circ} 7'$ middle part very light air from NE latter part wind hauled to East we steered NW by & set fore top stows so end Lat $55^{\circ} 58'$ South Long Chro $58^{\circ} 03'$ West.

Monday Nov 24

beginning with increasing breezes from NE & thick cloudy weather steering SW with all sail At 6 PM fresh breezy ship's going large at 9 knots per hour at 7 PM clear Barometer at $29^{\circ} 6'$ at the same time by our reckoning Cape Horn bears ~~44~~ 200 $14\frac{1}{2}$ N 28 E miles this making the old saying good so prevalent among seamen being of Cape Horn for we are at a level of a way of at 9 PM squally took in the light sails middle and latter part gentle breeze And plenty rain and fog we steered SW by W with prudent sail so end no obsin Lat $56^{\circ} 54'$ Long by DR $62^{\circ} 38'$ West Barometer at $29^{\circ} 5'$ Variation 22° East by

Ship *Alm H. Norland* Near Cape Horn
Tuesday Nov 25th

Begins with light air from West and thick rain
and weather ships head by the wind SSW under easy
Main Barometer standing at $29^{\circ} 4\frac{1}{2}$ at 6 PM saw
the Sun and I suppose we could see the horizon
10 miles for the first time these 24 hours from
10 PM until 1 AM it dense fog at 1:30 fog lifted
up and a fresh squall struck us took in the
light sails and settled the topsails on the
top latter part made all sail that is from
5 until 11 AM when we reefed the fore & main
topsails there being a strong breeze from WNW
At 9 PM passed a large ship steering to the
NE we bent a new fore & main topsails the old
one being badly rent & so end
Lat $65^{\circ} 37'$ Long $64^{\circ} 14'$

Wednesday Nov 26th

Came in with strong breeze
from WNW and clear ships head by the wind
SW and double reefed topsails & courses
Barometer at $29^{\circ} 05'$ middle part a little less
wind and that from NW latter part light air
from West still under easy sail there being
no use of driving the ship to the south of we
are all ready to go our Barometer has stood at
about $29^{\circ} 8'$ tenths throughout the day and the weather
has been squally show between the squally there has been
variable winds & light rain and according to my
thinking the Barometer is a good one we are now
what might be termed off Cape Horn its bearing
from us being WNW 110 dist 50 miles
Lat obs'd $57^{\circ} 43'$ Long $65^{\circ} 46'$

Thursday Nov 27th First part smooth sea
breeze from WNW & fine weather steering
by the wind on the starboard tack at 6 PM
steered course W by S at midnt strong squall
from West accompanied with rain hail & snow
took in all sail leave the maintopsail closed
Reefed there being every appearance of a gale the
Barometer fell to $29^{\circ} 4'$ tenths however it cleared
up towards morning and we made same sail
latter part steered along by the the wind
to the SSW wind from WNW and this has
been the prevailing wind since we passed the
Latitude of 40° S. end with the watch unplayed
setting a new boat Lat obs'd $58^{\circ} 02'$
Long $67^{\circ} 00'$ W

Friday Nov 28

First & middle party light baffling wind & passing clouds we stood to the S & W to the Best Advantage employed putting A new Boat At 4 AM wind hauled to S & E we made all sail & steamed W & S at 6 AM A thick snow squall which lasted one hour A remarkable Courance for this season of the year the sun Being 21° to the South latter part of the shivering day & broke out for weather & so forth & so end

Lat C 58° 13' South

Long CR 63° 29'

Saturday Nov 29th

All these 24 hours strong wind & stronger squally We steered W & S and carried all prudent sail And some times rather imprudent at daylight Saw A ships steering E & E A wellborn light in these loan regions Saw also great numbers of Finbacks so end with the wind from S W & Barometer at 29° 8 tenths no obs. Lat by alt 56° 45'

Long 70° 49' West.

Sunday Nov 30th

Come in with strong wind From S W and thick hazy weather & light rain We steered by the wind W & S & double reefed the topsails we have A man forward that has been sick About 4 days and I think his complaint is dangerous though He has not complained but once before this voyage and that was 4 weeks ago he then complained of the Colick he has stood his watch and performed his duty At the rest up to 4 days ago His name is Thomas McDormald and is from the City of Lowell middle part in maine in jibb & spanked latter Part set them again at 10 AM saw land bearing per Compass from N W to N by E 20 miles dist at 11 found We could not weather it so veered ship to the south scenery Cloudy Lat obsn 55° 29' not good long pedlt 71° 50'

The Land seen by Stewart Island



Remarks on board Ship *ABM H. Howland*
 Monday December The First

All these 24 hours strong wind & squally we
 steered to the South on the starboard tack with down
 the reefed topsails Barometer at $29^{\circ} 6'$ Cold stormy
 disagreeable weather so end with 8 men on the sick list
 Sailing & boys are all the good no obvi
 Lat by DR $36^{\circ} 30'$ Long $72^{\circ} 20'$

Tuesday Dec 2nd

Come in with strong wind
 And thick cloudy rainy weather ships head
 SSW on the starboard tack under double reefed
 topsails & foresail Barometer - $29^{\circ} 5'$ both at 4 PM
 Strong gale here too head to South under closed
 Keel main topsail & trisail at 7 PM reefed the
 foresail & set him at 9 PM turned the reef out
 of the foresail at 6 AM closed up & most sette
 ed down we set the topsails & courses at 6 AM
 AM thickened up again and blew headed them
 over at 11 AM here too again on the starboard tack
 Head to SW we saw 2 young finbacks they were
 together when we saw them and went away together
 I mention this as a singular Occurrence they
 being now the one in sight they were about 12 feet
 Long so end Lat obsn $38^{\circ} 40'$ Long $71^{\circ} 52'$ W

Wednesday Dec 3rd

All these 24 hours fresh gaily
 from WNW and thick cloudy weather we lay too
 Head to the SW so end Lat obsn $37^{\circ} 18'$ S
 Long by DR $72^{\circ} 10'$

Thursday Dec 4th Come in with strong wind from
 WNW & rainy ships head SW on the starboard tack at
 4 PM wind hauled to SW we stood to WNW and
 made all sail 5 & 7 & 8 light air & misty we lost some
 Blowing bird & morky at 8 PM Barometer at $29^{\circ} 6'$ both
 At 9 PM wind hauled to the SE & passed in & steered
 WNW set studdingsail & took every advantage of the fair
 wind for it is very seldom we get one in these latitudes
 At 4 AM saw it sail the South steering to the Eastward
 latter parts very light variable wind & fine pleasant
 weather saw great numbers of finbacks & porpoises
 And find the latter to be more common than
 they are more to the NE of this so end
 Variation 27° Easterly Lat at noon obsn $38^{\circ} 30'$
 Long DR $72^{\circ} 54'$ West.

Ship put up 3° to the Westward of Cape Horn

38. Peter Pease Master December 1851.

Friday Dec 5th

Came in with light breezes from SSW & fine weather
during WNW with all sail at 4 PM broke out for
Katter our sick man I believe is on the gaining hand
At 10 PM tacked to the SW at 2 began to blow hard from
NW took in topgallant at 3 AM fresh squall from West
Double reefed topsails at 4 strong gail lay two on.
The Stahord tack head to SSW at 4 1/2 made gail took
In the maintopsail & turned up the boat.
At Meridian tremendous gail & large sea
Running ship head up SSW by N of SSW
So ended no obsn.

Saturday Dec 6th

Came in with hard gail from NWN
And a very hard sea running we lay too head
To SSW at 4 PM a little more moderate set
The maintopsail closed reefed middle part & breez
Up again from the old quarters latter part hard
Gail again so ended no obsn. Lat by 24° 57' 00
Long 72° 40'

Sunday Dec 7th

All these 24 hours hard gail from
West canting in the hardest of the squalls to the North.
We lay too on the Stahord tack head to the South
Barometer standing at 29° 4 tenths down
Lat 24° 10' Long 71° 56' West.

Monday Dec 8th

Lay too head to NWN of the Stahord tack.
Closed reefed maintopsail & reefed foresail Barometer
At 29° 5. weather thick clouded & misty rain. middle
part more moderate at 8 PM set fore & mizzen
topsails double reefed at 10 began to blow hard again
from North tack. then in again lay too head to WSSW
So ended

Tuesday Dec 9th

All these 24 hours strong gail from NWN
barring at times to the Westward we lay too
head to the SW showing but very little canvas
So ended no obsn.

Wednesday Dec 10th

All these 24 hours hard NWN gail &
A mountain sea middle part lay too
head to WSSW - of SW showing nothing but
The close reefed main top & that was during
So ended no obsn. Baromet 28° 6. tenths.

37 Ship A. H. Howland Running Down
Thursday Dec 11
Commenced with strong gale from West
And A large sea we lay too head to the
North with close reefed mainsail at 8 AM.
Little more moderate set the topsails double
reefed & courses broke out fore weather
So ended observed in 56 57.
Long 72° 06.

Friday Dec 12
First past strong gale at
4 PM took in all sail have the mainsail
close reefed ships head WNW latter past
set the topsails close reefed Baromet 28.8.
So ended obs in 57° 38. South
Long 72° 27. West

Saturday Dec 13
Commenced with strong wind
from West & rugged ships head by the wind
SW double reefed topsails the weather being
not look at tale promising Baromet 28.7.
Landed a finback from the ship middle
Past moderate set ribs & mainsail ships head
SW by W latter past brisk breeze made all sail
At 10 AM tacked to the NNE so ended
Lat 0 58° 00 Long 73° 00 West

Sunday Dec 14th
First past brisk variable
And fine weather we standing to the Northward
On the larboard tack at 1 PM saw a sail at 2 PM
hailed ahead the mainsail for the stranger to
come down at 2.15 spoke him he reported the
Brig Antonio Bound to Hamburg we also
gave our eyes a treat by the slender form of it
To mail on her deck we compared Longitude
with him and found we agreed at 3 tacked
to SW 5 in topsails fly jib at 10 PM squally wind
he reefed the topsails at mid closed up we made
all sail at 9 wind hauled to SE squared in.
And steered WNW latter past variable wind
A weather Barometer standing at 29.00
So ended no obs in at noon Lat 4° 45'
Long by line 74° 02. West
Variation 27° East

24 men of duty with
Voise fingers

38^{ry} The West Coast off Patagonia Please mast 27

Monday Dec 13th

Come in with increasing breezes from NW and good weather ship head NW in
carrying all sail at 4 PM head NW in
topsail & fly jib. Barometer at 29.00
Middle part squally double reefed the tops
by at 1 AM veered ship to SW latter part fresh
breezes & rugged weather took out whale line
out of the tubs & run them overboard so ending
Lat obs'd $57^{\circ} 29'$ South
Long by LR $74^{\circ} 41'$ by Chron $74^{\circ} 41'$

Tuesday Dec 14th

Frost part jentee
Breezes & pleasant weather ship head
By the wind NW staid tack middle of
latter part fresh breezes & rain dark
cloudy weather at 11 AM tacked to the NNE
In twilight & fly jib so ending Lat obs'd $56^{\circ} 59'$ S
Long by LR $76^{\circ} 41'$

Wednesday Dec 15th

Come in with fresh bree
zes from West & dark cloudy morning
Weather ship head NNE at 4 PM set top
sails at 2 AM wind hauled to NW tacked & staid
to WSW at 6 AM wind from South we squared
in & staid NW latter part set studding sails
so ending sick & soad recovering Lat $56^{\circ} 24'$ South
Long LR $76^{\circ} 50'$ by L $76^{\circ} 54'$

Thursday Dec 16th

Come in with light breezes
from South & passing cloudy we steering NNE
with all sail east of porpoise at 7 PM the
Barometer staid at 29.5 tenths middle part wind hauled
to WSW latter part backed again to South we steered NW
saw plenty finbacks so ending Lat $54^{\circ} 47'$ Long GR $77^{\circ} 24'$
By three different Lunars $77^{\circ} 27'$ $77^{\circ} 20'$ $77^{\circ} 10'$

Friday ~~Wednesday~~ Dec 17th

All these 24 hours high breezes from S & W we
steered NW and carried all sail saw greater
numbers of finbacks & porpoises so ending one on
the sick list Lat obs'd $52^{\circ} 54'$ South
Long $78^{\circ} 48'$ West

Ship ABM H. Howland
Wednesday Dec 20th

All these 24 hours brisk breezes with frequent squalls of hail course E & S wind from South to SE at 10 AM spoke the Ship Casketon but did not understand where from or where bound our Longitude to agree with his so ending Lat $49^{\circ}49'$ South Long $77^{\circ}58'$ W

Thursday Dec 21st

Begins with gentle breezes from SSE & fine pleasant weather we steering N by N at 4 PM bent a new lower studding sail & set him this together with one topmast & 2 topgallant sails. ^{studding} We saw great numbers of sulphur bottom whale middle part light breezes from NW in studding sail braced up on the Laborer tack head NNE latter part fresh gail double reefed the topsail & steeved jib mainsail & spanked at 10 AM gail increasing weather dark cloudy & barney over ship to the SSW saw a strange steering to SE so ending no obsn Lat by alt $48^{\circ}00'$ Long $80^{\circ}00'$ West

Friday Dec 22nd

Comes in with fresh gail from NW and thick cloudy weather we steering to the SW double reefed barometered at $29^{\circ}9'$ tenth falling gradually plenty rain not in squalls but all the time at 7 PM wore ship to NW at 9 PM squared in and steered N by N wind from SW latter part fresh gail & hard squalls from SW we steered N by N single reefed topsail & courses so ending Lat $46^{\circ}37'$ Long $79^{\circ}38'$ West

Saturday Dec 23rd

Comes in with fresh gail & hard squalls from SW we steering N by N with single reef & courses at 2 double reefed the topsail and kept of North at 4 PM took in jib and mainsail at 8 PM passed a sperm whale sunk & cald so could not get it at the same time looking fore & aft and came to the wind head to the NW middle part fresh gail looking fore & aft topsail at 4 PM kept of N by N set the topsail double reefed so ending Lat $44^{\circ}21'$ Long $78^{\circ}38'$

On the Coast of Chile

Wednesday Dec 24.

All these 24 hours fresh gale from the S.W. & West and very hard squalls of wind & light rain. We carried all fore and sail & steered to the Northward at 10 A.M. while close reefing the main topsail. We were struck by the tail end of a whale. Wind which was no damage however. So ends. Lat $42^{\circ}40'$ Long $77^{\circ}23'$

Thursday Dec 25,

All these 24 hours strong wind from the Westward and squalls. We steered N.W. under closed reefed topsails. So ends. Lat $40^{\circ}49'$ Lon $76^{\circ}57'$

Friday Dec 26th

First part strong wind & squally from West we steered to the N.W. under closed reefed topsails at 7 P.M. quite moderate set jib & main sail middle part wind from S.W. made all sail & steered N.W. by $N 45^{\circ} E 6'$ calm & a heavy swell settled to topgallants on the cap & hauled up the courses at a small breeze from N.W. raised up & steered by the wind head to N.N.E. under all sail we broke out the afters hatch for provisions and the Lead hole for herring but found no herring. So ends. Lat $39^{\circ}34'$ South Long $76^{\circ}38'$ West

Saturday Dec 27.

Come in with fine pleasant weather wind from the Westward ships head by the wind N.W. at 4 P.M. saw a strange sail to the Westward standing to the Northward latter part squally we steered by the wind to the North so ends. Lat $37^{\circ}24'$ South Long $75^{\circ}40'$ West

Sunday Dec 28

All these 24 hours brisk breeze from West ships head by the wind N.W. heads up for blackfish at 2 P.M. took 4 to the ship & hauled them in at 6 laured again but didn't get any middle part by aback at 9 A.M. part the ship Lexington of Nantucket 37 months 800 bbls. So ends in company. Lat $36^{\circ}32'$ South Long $75^{\circ}31'$

Ship M^{rs} H. Howland of New Bedford
Monday Dec 29th

Come in with fresh breezes from West & passing cloudy we morning took a ship to theeward in company with the Livingston at 1 Pm. About the ship Stanabel of Boston 160 out Bound to St Francisco at 2 pasted company with the Livingston and made sail to the North the Stanabel to the Northwest but we are coming up with him. Side A sail made at 4 Pm passed the Flasher Bostonian again middle part tacked the SW & latter part tacked again to the Northwest. At Meridian our Land Boston Clipper was just visible above the horizon bearing on our Lee quarter so end Lat $34^{\circ} 35' 01''$ Long $74^{\circ} 50'$ West.

Tuesday Dec 30th

Come in with brisk breezes from NW and fine weather steering on. A wind head to NW imployed heaving out our blackfish at 4 Pm turned up 4 fms. At 4:30 saw a topsail schooner steering to the SE at 6 Pm Course NW wind from SW middle & latter part brisk breezes from SE ship A going large at 10 knots saw sun blackfish & gannet & B sail one steering to the southward of the cutter to the NW by W so end Lat $32^{\circ} 46'$ Long $75^{\circ} 32'$ West.

Wednesday Dec 31st

Begins with fresh breezes from SE & fine weather Course NW carrying all sail 2 strangers to the south at 2 Pm unbent & bent an other jib as the old one needed repairing at 8 Pm took in the topsails & hauled up the courses at day light made sail latter part strong breezes & quite rugged unbent the spanker to repair so end Lat $30^{\circ} 10'$ Long $77^{\circ} 18'$ West.

Thursday January the First AD 1852 New Year's Day begins with storm SE wind and rough sea steering NW under prudent sail imployed repairing spanker middle part light breezes we took in topgallant & latter part strong trades made sail bent the spanker saw a pinback & began our repairs on the Old Iron toptail. A rain of duty with soase fingers so end Lat $27^{\circ} 46'$ Long $78^{\circ} 58'$

Running Down Time P. D. D. 18.52
 master 31

Friday Jan 2. The vessel was read according
 to the Civil Computation of time

Ship A.B.C. N. H. Howland 1852

Friday Jan 2nd

Begins with fresh trades & Overcast steering S.W. N. Under easy sail employed repairing the Snigger Topsail & middle part lay with the head yards Aback at 4 Am tugs of N.W. N. again at 5 Am made the Island of St Felix bearing Directly Ahead 21 miles dist and as we steered from it by Astronomical account it shews our Chronometers to be nearly right & by repeated observations while near the land we find her to be about 4 miles to the Westward of Meridian Cairn to the Wind of the North point of the Island head yards Aback one mile from the shore so ends
Lat Obs^d $26^{\circ} 23'$ South
Long Obs^d $80^{\circ} 06'$ West

Saturday Jan 3rd

Commence with light breezes & fine weather ship lying off & on St Felix & 2 Boats in after fish at 6 Am Cairn on board with plenty fish I went on to the rocks on the N.W. point of the Island and plained there I heard with the main of the ship & her master & say rocks for it cannot be called landing for I did not see any earth nothing but high rocks & broken peacy I went up about 500 feet and the only inconvenience that I saw was A. Numerous hosts of Boobys and were very tame and would let me come so near that I could put my hands on them they looked very hard at me as much as to say that I had no business there I saw some crabs in Among the rocks very much like our crabs at home but rather smaller than I saw I do not think grow very large of the largest of them was no more than 3 inches long at 6 Pm we left away N.W. latter part light breezes we finished the repairs on the main topsail so ends Lat $24^{\circ} 50'$ & $79^{\circ} 46'$ W

I have made a mistake in the name of this Island it being that of Ambrose St Felix being to the S.W. from it about 12 miles

This is called in the epitome Sugar Loaf Island
or Ambrose

Steering Down Serried Please Master

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Sunday Jan 4th

All these 24 hours light breezes & fine weather
We steered N by W under all sail saw finbacks
so many Lat $0^{\circ} 23' 00''$ Long $79^{\circ} 39' W$

Monday Jan 5th All these 24 hours fresh
Trades from SE & overcast steered N by W under
all sail saw finbacks so many Lat $20^{\circ} 20' S$
Long $EB 79^{\circ} 50'$

Crossed the tropic of Capricorn & have the sun
to the southward again

Tuesday Jan 6th

All these 24 hours strong trades & cloudy steering N by W
Going large latter parts unbutton the mainsail to repair & mend
Lat obsin $17^{\circ} 12'$ Long $EB 80^{\circ} 12' West$

Wednesday Jan 7th First parts fresh breezes & fine
middle & latter parts light breezes & light showers of rain
We steered N by W & carried all sail so many
Lat Long We saw the total Eclipse
of the moon

Thursday Jan 8th

All these 24 hours moderate trades
& fine weather steered N by W so many Lat $0^{\circ} 12' 49'$
Long EB

Friday Jan 9th

First parts light airs & fine latter parts
Brisk breezes steered N by W carried all sail to
the impleyed setting up the main riggen & fore
topmast stays so many Lat $0^{\circ} 10' 44'$
Long $80^{\circ} 26' W$

Saturday Jan 10th

Come in with light trades

And fine weather steering N by W with all
sail impleyed in setting up fore topmast stays
& turning in the main riggen at 12:30 saw a
school of sperm whales at 1 PM chased all 4 boats
At 2 struck & drew at 3 struck another and
killed him at 5 took him to the ship and
got ready for cutting lay by the whale through the
night drew in shore under all sail at 4 AM caught
the hump & began to cut off 9 saw more whales
at 10 fine cutting & drew all 4 boats & went
off fore the whales so many chasing these was
A great many blackfish with the whales
which made them wild
Lat $10^{\circ} 23'$

Good Luck

Sunday Jan 11th
Fine pleasant weather beat off after
Whales at 12:30 struck & took from
the whale soon struck another & killed
him & took him to the ship got a small
calf & hoisted him on deck to look at
& then threw him overboard after cutting
off his head at sundown finished cutting
middle & better parts employed baling & clearing
away the heads so ended Lat 10 43.5

Monday Jan 12th fine pleasant weather
employed baling saw quite numbers of Blue
fish. Latter part spoke the Whaling barque
Dolphin of Cullis 4 month 150 bbls of Bedm
oil this vessel was formerly the united
States shorned by the same owners.
Lat 9° 48' R.

Tuesday Jan 13
beginning with light trades &
fine weather employed baling the Dolphin
in sight we saw quite numbers blackfish
killed one out of the leeward haul from the
coveys so ended saw a big steering to the south
Lat 8° 48' S

Wednesday Jan 14th
light trades & fine weather
steering North finished baling turned up 55
bbls at 7 PM took in sail & came to the wind head
to the southward head yards aback at 6 AM hauled
of N N W & made sail watch employed turning
up the main rigging & setting up the head rigging
so ended Lat 8° 48' Long 81° 19' E

Thursday Jan 15
Came in with brisk trades & fine weather N N W with
all sail employed fitting rigging at 4 PM hoisted for
Blackfish without success at 8 PM hauled on a wind
head yards aback head to S W at 6 AM hauled of N N W
and made sail saw plenty blackfish hoisted for them
got none so ended Lat 7° 30' Long 81° 15'

Friday Jan 16 light trades & fine weather discolored
sailed for blackfish got 3 hoisted them in & took in
sail lay by head to the S W at daylight made sail to the North
at 8 AM hoisted for blackfish got one struck 3 so ended
Hatter A deep green Lat 6° 50' Long 81° 14'

Feb. 18 52

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Ship A B Smith Howland at Simsbury

Tuesday Jan the 20

Run in for timber at 4 PM
Spoke the ship President John Santuck
8 months with 150 bbls middle paste bag by
of the harbor latter stud in so end

Wednesday Feb 21

Standing in with a
light breeze at 5 PM came thro in 5 fathoms
water found near the ship Java Capt
Tompson 28 months 850 bbls spearm stud the sail
so end the sea day latter paste of the crew
day got the raft on shore for water

This day begins with N W.
We have sailed far out, 7 PM.
From 27. to 18 50 in 2 chests in
One more to them
He 18. 50 in 4.

At Simsbury getting sweet potatoes
& written by

J. H. T. Phillips
Simsbury
good land

Feb the 12th At 5 AM got under way and stood out to sea stood the cables and so forth so ends

Feb 13 light Airs throughout the day At 8 AM the boat that we sold left us and steered in to the Coast so ends

Feb 14 light Airs throughout we loaded 400 blackfish and took 6 and a turtle so ends
Lat 2° 45'

Feb 15th
Light Airs and calm at times ship steered by the wind to the south latter part of above so ends Lat 2° 54' South Long 82°

Feb 16th All these 24 hours very light Airs we set the studdingsails & steered W by South by the wind and blackfish & turned up 4 1/2 bells so ends
Lat 2° 54' Long 82° 16'

Feb 17 First & middle parts Calm latter part light breeze from south we steered W by N with all sails set saw plenty blackfish at 2 AM hailed a ship from panama but could not make out whose bound by she was an French or Spanish ship so ends Lat 2° 44' Long 83° 31'

Feb 18th begins with light Airs we steered W by N under all sail employed in various jobs set up the main rail gun & set the sail latter part set fore the gaffstow so ends
Lat 2° 44' Long 85° 14' West

Feb the 19th All these 24 hours light Airs from South and fine weather Course W by N carried all sail so ends Lat 2° 50' South

Feb 20th
All these 24 hours moderate trades & fine pleasant weather steering course W by South Under all sail employed in ships duty painting the squair house making spars again Hooped very sick saw great numbers porpoises & small fish so ends

Lat obs. 2° 48' South
Long 85° 47' West

Saturday Feb 21.

All these 24 hours light trades & fine weather
We staid W & S under all sail employed
In various jobs Lat $3^{\circ} 07'$ Long $88^{\circ} 13'$.

Sunday Feb 22

light trades & passing clouds
Course W & S carried all sail unbent & bent
A for sail saw porpoises & killed 14 and
Lat $2^{\circ} 48'$ Long $89^{\circ} 05' W$

Monday Feb 23.

First part light breezes from SE
And fine weather middle part squally latter
Clear we staid W & W under all sail at
Daylight saw 14 whaling bogs at 11 AM saw
Bosches but saw them no more hauled in the
Studding sails & hoisted up for them so ended
Lat obs'd $2^{\circ} 48'$ Long $90^{\circ} 37'$

So it seems the ship has made 14 days
West, Course notwithstanding we have steered
14 hours W & W with 4 knot breeze this
Shew a N Westley current.

Tuesday Feb 24th

All these 24 hours light variables & frequent
Showers of rain we staid to the Westward
Took the best advantage & carried all sail
So ended Lat $2^{\circ} 50'$ Long $91^{\circ} 10'$ West

Wednesday Feb 25th

Light airs & frequent squalls of rain throu-
ghout the day we staid to W & S employed
Hitting riggon so ended Cooper sick
Lat $2^{\circ} 03'$ Long $93^{\circ} 13' W$

Thursday Feb 26th

Throughout the day light trades and passing
clouds staid to the Westward with all sail
So ended Lat $3^{\circ} 16'$ Long $96^{\circ} 13'$ by $95^{\circ} 39'$

Friday Feb 27th

All these 24 hours light trades and fine weather
Staid W & S with all sail so ended
Lat $3^{\circ} 24'$ Long $98^{\circ} 4'$ West

Saturday Feb 28.

All these 24 hours fresh trades and
fine weather Course W & S employed
In various jobs So ended Lat $3^{\circ} 14'$
Long $100^{\circ} 1^{\circ} 04' W$

Sunday Feb 29 & last
gentle trades throughout the day we
steered W & S with all sail employed
Hitting regen. at 8 PM fins the windless
At daylight saw a ship standing to the
Northward so end Lat @ $2^{\circ} 58'$ South
Long CR $103^{\circ} 47'$.

Monday March the 1st.

Cornish with brisk trades and good
weather steering W & S with all sail
Latter part got out all of our studding
sails watch employed in scraping the Iron
Work so end Lat $2^{\circ} 40'$ Long $107^{\circ} 05'$.

Tuesday March 2nd.

Cornish with brisk trades and overcast
steering W & S with all sail to the west
Advancing watch employed scraping and painting
the Iron work

Up to Sunday the 7th nothing remarkable
has occurred, we have steered West the most of
the time with every sail set that would draw
Our Course lays now a little more to the
Northward as I believe we shall tick at the
Vandwich Is. Ping to the sickness of the
Crew we have seen nothing the past week
Worthy of note

And this brings us to Monday March 8.

Lat At noon $1^{\circ} 17'$ South Long CR $121^{\circ} 39'$ W
Which begins with light trades & smothery weather
At 3 PM hauled up to the Northward for breeches
But says there no more we are steering W & S
And this has been our course up to the present
time with the exception of Thursday the 18th
We stand N W by W we have been carried along by
A brisk N E Trade wind varying but very little
from that quarter for the last 12 days ago
During this time both the sun & the ship have
crossed the Equator and run again into South
North latitude we have been coming along for the
last 14 days at a rapid rate having left on the
8th of March the latitude of $1^{\circ} 17'$ South & long $121^{\circ} 39'$
And today being in Lat $17^{\circ} 26'$ Long $149^{\circ} 35'$ West.

This shows that our ship is no Lagasse or as Jack
Webb says it we have been going sea cast and I long
Sung And this brings us too

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1852

Monday March 8th

This has been a bigger month with us the incidents that have occurred are as follows
Wednesday we made the land the Island of Oahu & stered down its shores towards Mohe in company with the ship shippee Capt Russell Thursday made Mohe bearing by compass WSW 40 miles We hove up for the Molokai passage but the wind being light together with squally weather we did not come to anchor untill Saturday the 20th we found here a greater number of ships from many nations the most however from our own country we heard obtained 25 lbs potatoes and some raft of matoes and after discharging our cargo and another man we left on the 25th for Oahu in order to get it Cooped Friday the Capt went on shore we lay off & on with the ship untill Monday when the Capt came on board with the Cooped & it quick ran ship before the mast we kept off WSW on our course towards the Ochotaka sea in company with ship Gustavie of Secheron And 2 other new clipped ships from New Bedford Our men that knocked off duty at Mohe were then called up and asked if they would return to their duty I don't with out any more trouble they all said that they would these men were then knuck off & they were sent forward to their work
Our complement again amounted to 31 men the 8-9 & 10 of April squally weather with thunder & lightning & rain a plenty we continued on our course too the Westward taking advantage of every breath of air too strangers in sight too the Westward up to Sunday the 18th nothing of importance in the way of ships duty on Friday the 16th we crossed the Meridian and adopted the day in order to bring our day with the Eastern time which puts us one day ahead of our home time so that Friday the 16th was called Saturday the 17th and as we are now drawing up with the Ochotaka sea I shall begin this site my journal day by day now what there will be some excitement up in this Cold Region Monday 19 Lat 22° 32' N Long 167° 44' E

Miss J. M. H. ^{ref} ^{exp} Journal

Monday April 19th

All these 24 hours light breezes from the South & E and fine weather steering W & W with all sail set employed repairing the mainsail so ends

Lat 23° 34'

Long CR 168° 42' E

Tuesday April 20th All these 24 hours moderate breezes from the southward we steered W & W at 2 PM bent the mainsail. Latter part set up the mainstay so ends

Lat 24° 44' N

Wednesday April 21; Long CR 165° 06' E

First part light variable & overcast steering By the wind E & E at 2 PM tacked ship head E & W & W watch employed setting up the main stay middle part wind from SE we steered S & W by W & W latter part fresh breezes from South employed setting up main forest stay & painting Bow Boat so ends

Lat Obs 25° 33'

Long CR 164° 50'

Thursday April 22.

All these 24 hours brisk breezes & passing clouds We steered W & W with all sail so ends

Lat O 26° 10' N

Friday April 23 First part brisk breezes from SE steering N & W with all middle part lay mainyard aback head to West latter part strong gale from West we steered by the wind head too northward and close reefed topsails so ends all well

Lat O 27° 29'

Long CR 164° 00' East

Saturday April 25.

Carry the day one ahead First part fresh gale from NW and rugged we steered by the wind too the NE middle & latter part light air and A heavy swell bent the fore topmast so ends

Sunday April 26 begins with light air And at times calm at 2 PM measured the dist from the Sun from the Moon Long diduced was 163° 24' E Chronometer 163° 44' latter part jinter breezes from SE we studding sail & steered N & W turned up & painted waist head & unbent & repaired main top gill sail so ends

One man of duty with lamp by

Long CR 162° 34' Lat 29° 31' N

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Towards the Ochotska sea. Please Master

Tuesday April 27th

First part light air from SE latter
Part small wind from SW & thick cloudy
Weather we steered NW through the day
Bent a new main spence & got up the
Old one too bend for 4 fore spences so ends
Lat

Long by lunar 162° 39' East.

Wednesday April 28th

Come in with light air from
SW and fine weather steering NW with all
sail bent fore spences middle part wind
hauled to North braced round & steered by the
wind WSW latter part wind hauled to NE
Again squared in set studdings & steered course
SW saw some finbacks, grampuses & porpoises
Water discolored from blue to a light green
So ends so over Lat by DR 32° 10' North
Longitude 161° 04' East.

Thursday April 29th

beginning with fresh breeze
From East & thick rainy weather we steered
NW under all sail at 5 PM wind shifted to
SW at 5:30 hauled again to NE tack & steered
Course in the light & flyable at 8 PM strong gail from
NW & at 10 finding the gail increasing took in
sail as required & hoisted up the boats to the davies
Heads at 11 ships head NW under close reefed
Main & mizzen tops & fore sail at 1 PM more men
eat set the closed reefed fore top & main spences
At 6 AM strong squalls took in fore top the
Being a very heavy sea running so as to endanger
the boats latter part set for top again we saw
finbacks & plenty fat so ends Lat 38° 30' North
Long 159° 34' East

Friday April the 30th at last

Come in with strong gail on the contrary ship head
NW by the wind stowed tacks on board at 2 PM
are reef out of the tops & set jib & mainsail
middle & latter part fresh breeze from ENE
Maid all sail & steered NW by N broke out
Between decks for slaps so that all hands cold
Gut them selves with warm clothing for the season
So ends
Lat 35° 20' North
Long 157° 54' East

Ship Abraham H. Howard & Son

Thursday May the first 1852

Begins with gentle breezes from East and
Fine weather steering N.W. by N under all sail
Employed in various jobs lashing cutting pendant
And fitting spencer gear latter part strong breeze
From South & hazy filed up sun Cakes in
The main hole with salt water the ship being
Toss here & there Lat $37^{\circ} 41'$ North
Long $66^{\circ} 15'$ East

Sunday May 2nd

Come in with strong
Wind from South & thick misty weather
At 2 Pm wind increasing took in top sail
Studying watch employed in various jobs
making new gaskets for the main topmast yard
Sent down the main sail yard and unrove
the gear at 6 Pm very heavy sea running
which causes the ship to roll very heavy
at 8 Pm wind increasing in studying at 9 o'clock
took the top sail & duced the main sail at 12
Had gail took in sail as required at 1 Pm
still increasing close too head West under close
Reefed main topmast & fore topmast staysail
Labored tack on luger latter part moderate
Breezes with a heavy sea we steered N.W. by N
With double reefed top sail Lat obs'd $39^{\circ} 29'$ N
Long by acc $155^{\circ} 22'$

Monday May 3rd

Begins with increasing breeze
From S.E. & hazy weather we steered N.W. by N
at 1 set maintop gilltasting at 2.3 & 4 foggy lat
& brisk breeze inclining too the southward in top
Studying at 4 Pm fog light up and it began too rain
middle part fresh gail closed reefed the top sail at 3 Pm
strong gail hove too head to N.N.E with storm
sails latter part moderate at 10 Pm set
the double reefed top sail & courses same
Lat obs'd $41^{\circ} 01'$ N
Long $66^{\circ} 03'$ E

Tuesday May 4th

Begins with fresh breezes from
S.W. & clear steering N.W. by N under prudent
sail middle part squally latter part light breeze
And not heavy swell together with a thick fog we
Bent new topmast so and no obs'd

The Ochotsk Sea. P. Seas. Easter May 18:52

Wednesday May 5th

Begins with light breezes from S.W. and
A thick fog we steering N.W. by N with all
sail watch employed in ships duty fitting
A spar at the main rigging too lark buck the
bitting pendants too we save new iron that helped
And braces & maintops get shakedown at 6 P.M. very light
Airs hauled up the courses too prevent them chafing
Middle part squally with rain at 5 P.M. double
reefed topsails at 8 P.M. looking fore & main topsails
And hauled up the courses howe too head too
N.W. it being too dark to run so ends noel in

Lat $44^{\circ} 07'$ N

Long by the sun $53^{\circ} 00'$ E

Thursday May 6th

Begins with strong breezes from
S.W. and A dense fog ships heeled by the wind
N.W. under easy sail at 1 P.M. broad ships
Two the S.E. with the spencers at 5 P.M. fog let
Up and we again waad ship too the N.W.
Saw some ducks middle part strong gale from
West and clear closed reefed main topsail & howe
Too head too the N.W. latter part thick cloudy
weather with light snow squally so ends

Lat $45^{\circ} 26'$ N

Long $6^{\circ} 15' 32''$ East

Friday May 7th

From N.W. and Come in with moderate gale
Cloudy by too head to the Northward
Under storm sail at 7 P.M. veered too the N.W.
Middle part as above set boats crew watches
At 8 P.M. set double reef topsails & courses
And found them too be very much frozen
As well the deck timbers latter part steered
By the wind head to the Westward and A fine
Bark and plenty birds at noon Barometer
standing at $29^{\circ} 54'$ the thermometer at 52° in
The cabin I find the weather head much colder
than I have ever found it before in this latitude
In either East or West Longitude we are now draw-
ing up with the Land which we are too fast
in order to get into the sea Maskin Island being
about 90 miles off so ends

Lat $45^{\circ} 00'$ North
Long $6^{\circ} 15' 33''$ East

My Journal in Ship Abraham H. Howard

Saturday May 8th 1852

Begins with fresh breezes from North
And overcast we lying aback for whales out 19th
Filed away at 1³⁰ saw birds and supposed them
Too be what we saw before Saw a stranger too
Too the southward standing by the wind too
The N.E. at 4 P.M. Barometer at $29^{\circ} 4$ In the
At 6 P.M. made the Island called Maskin Island
Middle and latter part light air and fine
Weather we steered in for the passage deemed

Lat obs'd $46^{\circ} 06' N$

Long CR $52^{\circ} 22' E$

Sunday May 9th begins with light
Air from S.E. and fine weather at 5³⁰
Left at 9³⁰ Began ship head to
S.E. & the three sail lay aback at daylight
Made all sail and steered for the passage
Between Maskin & second Island At 8 P.M.
Commenced blowing & snowing hard we too
In sail & hauled too the wind heeled too
East so end no obs'd

Monday May 10 begins with stormy
Windy & thick stormy weather we heeding
Too E.S.E. under double reefed topsails at 2³⁰ P.M.
Lookin fore the middle a complete tempest
Latter part hard gale from West we lay
Too head to S.W. under storm sails at Meridian
Hauled up the weather clew of the maintop
At blowing a complete hurricane so end Lat $46^{\circ} 51'$
Long $153^{\circ} 40'$ East.

Tuesday May 11

Begins with strong gale from
The Westward and a very heavy sea running ship lying
Too head too S.W. & S.S.W. under one clew of the foresail
Reefed maintop main spencer & fore topsails
Barometer at 4 P.M. $28^{\circ} 8$ In the middle part moderate
gale ships head S.W. latter part gale more
drate too a strong breeze we set the main top
And foresail at 8 P.M. Barometer at 29° and
Rising so end 2 men below with rain
Limb

Lat obs'd $46^{\circ} 40'$

Long CR $154^{\circ} 10'$ East

Now Variation

to paying Jason Bixbee for Teaching Summer School 12 weeks	36.00
paid for one Broom	36
paid Ephraim Randall for Teaching Winter School wages & Board 2 months	58.00
paid H. Lathrop for 2 cords wood	9.00
paid Tilson Packard, for cutting and carrying, in the same	2.00
Repairs on School house	50
paid Sarah Manley for Teaching Winter School	10.00
paid Capt Stone for Board	7.00
for going after Mrs Manley	50
to paying Terrays Bill	10.95
	134.31

Sunday May 16th.

Come in with strong breezes from North & fine weather with the exception of a light fog. Laid down on the horizon at 1 Pm made the Land bearing Wh. N dist 12 miles at 2 Pm made all sail and steered SW at 3 30 Pm came in sight of a volcano on a very high peak and the latitude of this place being determined we took 2 sets of altitudes and found our Chron too Bee 20 miles too far East we have been using 18 miles for the last month being too the Chron and lunar not agreeing we are now surmising for the round Island passage. And I am in hopes that we shall find the way through this time for we have been 14 days dead & trying too get in and have had to contend with all sorts of weather cold rain & snow ice & gaily of wind & fog in abundance enough too discourage the Deole Middle passage calm at 3 Am fresh breeze from S & we hauled up Wh. N at 6 Am steered NW at 9 steered NNW wind increasing and foggy saw plenty finbacks so end no obs.

Monday May 17th

Begins with brisk breeze from S & and overcast we steering NNW going large Middle passage squally latter part light breezes & thick fog made all sail so end no obs.

Tuesday May 18th 9 months out

Come in with light air & thick fog we steered too the NNW under all sail except the main Top sail and that we are repairing on the yard. At 5 Pm fog let up a little while so that we could see the sun a glorious sight in this disagreeable Region. Middle passage wind dead at 2 Am we passed a plenty drift ice at 5 Am came up with a Barrier of ice extending from S & too NW about 10 miles we found a passage through it among the broken ice and held our course too the Northward passing a plenty small pieces at 11 30 came again up with what appeared too be a solid Barrier. Near ship & came too the mainmast aback. Head too NW so end. Lat Obs. 50° 53' Long Obs. 149° 19' East

49 1852

In the Arctic Sea Seas. Parker

Wednesday May 19th
Comes in with fresh breezes from NW
And overcast at 1 PM veered round &
steered in for the ice ran through an
opening in it full howled with small
drifted ice at 3 PM saw more ice as far
as the eye could see from the mast head
Boat up for it but could not see any open-
ing but rather it appeared completely shut
Up it looked too be about 10 or 12 feet above
the sea was ship and stood back again in
our old track too the westward at 5 PM the
ice cold be seen from the mast bearing from
WNW too NE taking up the hole North & West
on horizon we doubled reefed the topsails &
stood the jib & mizzen and made all snug
for the night middle and latter parts light
breezes & foggy at times calm we went off
A gunning got 3 ducks said several seal
A one humpback we got on too one of the
masses of ice from the boat & found the bottom
of it to be very hard but the top soft like
snow we pulled through numberless fields
of it and found it to be in tears of about
from one to 2 hundred feet broad & 10 or
12 feet high but did not appear to grow but little
Below the crests of the water so ends
Lat 53° 44' North

Thursday May 20th
begins with light airs from
SE and cloudy at 3 PM was ship too the
NE & run along under easy sail too the wind
ward of the ice which extends from ESE too
West middle parts light breezes but with frost
back until daylight at 5 PM was ship and
steered by the wind too the NE through plenty
field ice at 11 30 stood in too a small opening
in the ice but found it too be a solid barrier of ice
So the Northward we veered round again and
steered back through the passage that we came in
while passing the ice we saw a seal upon it
we heard a boat went too the ice & shot him it
was a small one not being over 16 inches long
So ends all well
No Obsin Lat 51° 10' N
Long 49° 50' East

Ship Abraham H Howland Among

Friday May 21.

Commences with strong breezes from East
And overcast steering out through the ice too
The southward under double reefed tops at
1 Pm left the ice too the northward. At 4 Pm took
in fore and main tops & set the main spencers
there being every appearance of bad weather
Middle and latter parts wind NE and a
thick snow storm so ends Lat 50° 12'
Long 150° 00 East

Saturday May 22.

Commences with strong
Breezes from NE and thick cloudy weather
Ship's head ESE under double reefed tops
Main top snowing lightly at 3 Pm wear ship
Sea WNW & set the fore and main tops
There is a very heavy swell setting from SE
Middle parts wear ship to NW & dry back latter
Part light air from SE we made all sail and steer
ed NWN we find it very cold the ship through
the day has been covered with frost & snow
so ends Lat obsn

Long

Sunday May 23

Commences with light breeze
from South and overcast steering NWN
with all sail at 4 Pm Barometer at 29° 08
Latter parts strong breezes made all prudent
sail & steer to the NWN saw a small
quantity of lump ice so ends Lat 51° 07' N
Long 148° 05 East

Monday May 24th begins with strong
Breezes from NE & light passing clouds we
steered by the wind NWN under double
Reef & Courses Middle parts light breeze
Latter parts saw sun lumps of ice and
I think it cold enough for the ice too be frozen
Over our rigging is 3 times its real size with
ice And the ship her self is nothing but
a dead sheet of frost we got up our
stow too keep from freezing so ends
Lat obsn

Lat supposed 52° N

Long 148° 00 East

The Sea in the Sachalin Sea T. Peary Master

Tuesday May 25th

Come in with light wind and foggy
head by the wind NW under easy sail
At 1 PM tacked to ESE saw a few very small
pieces of ice latter part made all sail head
up NNE broke out for water sounds with fog
No obsn Lat $53^{\circ}00'$
Long $48^{\circ}10'$ East.

Wednesday May 26th

Come in with gentle breezes from
NW & light fog. ship head by the wind
NNE under all sail at 12 PM wind
hauling too SE squered in and steered N.W.
At 3 PM hauled to SW latter part strong wind &
fading cloudy sounds. No obsn Lat by LK $54^{\circ}08'$
Long $48^{\circ}00'$ East.

Thursday May 27th

Come in with strong increasing
breezes from south & thick cloudy weather we steering
N.W. with all sail at 1 PM in fire and muzz to foggy
No found our coaboy to work well in the morning house
So we knocked down the old one & stowed it down below
At 9 PM began to blow & snow took in main topgallant
At 10 PM stowed the mainsail at 6 PM run in among field
ice we took in sail & came too the wind head too
SE we drifted in among several fields of ice striking
it at times but so as too hurt the ship at 7 AM wind
moderated sun we wore ship and set the jib sail saw sun
small ice latter part fresh breezes & foggy ship head SW
So ends No obsn Lat about $55^{\circ}00'$ Long 48° East.

Friday May 28

Wind from SE ship head SEW
Under close reefed main top & spencers very little ice in
sight at 7 PM wore ship NNE at 11 wore again to SEW
At 8 AM wore ship again latter part strong wind
And cloudy foggy sunny weather so ends Lat $55^{\circ}21'$
Long $48^{\circ}30'$ E

Saturday May 29

First part light breezes from East & foggy with
heavy swell from SE latter part light air
From SE & foggy with little snow we hauled
too the North & SE throughout so ends
Lat by obsn $55^{\circ}24'$
Long $48^{\circ}00'$ East.

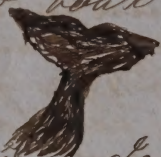
Ship Abraham H. Howland In the

Sunday May 30th

First party light breezes from S & thick
foggy weather at 2 Pm set fore & main topsails
And steered N N W saw a finback & plenty
Ducks & Curlews latter part fresh breezes & fine
weather we stood to the N W with all
sail at Meridian saw a bowhead going to
the windward like 7 bells half struck. So ended
Lat obs'd $56^{\circ} 23'$ N
Long $146^{\circ} 49'$ East

Monday May 31st

Begins with fresh breezes &
fine weather steering by the wind N N W
With all sail at 1 Pm saw a seal at 2 Pm
spoke the ship Jefferson of Newbendon Capt
Williams & Whales this season & had broke all
his party we sold him a pot at 4 saw another
seal at the same time kept up W & in
company with the Jefferson saw a finback
At 6 saw whales loused for them did not strike at
11 Pm parted company with the Jefferson at 11^{1/2}
made all sail saw 3 ships at 7 loused
4 whales by a Goldnet got two then at 10
A m saw plenty of them struck one too
The Starboard boat & saw the young bound
Lat $56^{\circ} 23'$
Long $145^{\circ} 27'$ East



Tuesday June 1st 1852

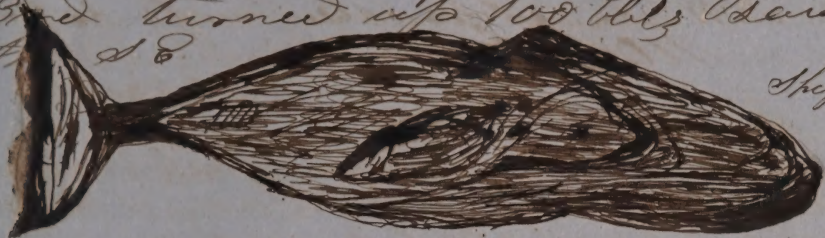
Bornessin with fine pleasant weather
But very light wind boats of after whales
Got none at 8 Pm took up the boats & took
in sail latter part made sail saw
Plenty bowheads but they would not let a boat
come near them saw 13 ships on of them cutting
so ended Chasing Lat $56^{\circ} 29'$ North
Long $145^{\circ} 00'$ East

Wednesday June 2nd

First party Calm boats of Chasing whales
Latter part fresh breezes from East & foggy
At daylight made sail & steered to the
westward saw 1 whale loused for him but saw
him no more so ended No obs'n

Cruising in Behat Sea Chase Master

July the first begones with thick
foggy weather & light breeze with some
Rain we finished stowing down the last
of our 700 blz flour at 6 PM took a
Dead whale tow the ship & cut him in
We found 2 Irons in him & parts of
A Flank Chain finished by line on
the end turned up 100 blz Saw A ship
Go to S.E.



Ship's whale

Sunday July the 4th

All these 24 hours fresh breezes & A thick
Fog we steered by the wind too S.E. under
Easy sail untill 9 AM and mainmast
Aback so ends the 4th of July in the
Behat Sea

Monday July 5th



All these 24 hours light breezes & thick fog
At 8 AM began to stow down our oil in the
Fore hold at 11 AM fog light up a little we
saw the land Jones Island bearing East
So ends No obs.

Tuesday July 6th

Come in with light breeze & foggy
We employed stowing down at 8 AM
stowed down 105 blz took in sail for
The night latter part light breeze from
N.W. & foggy saw A Barque A bagline we
employed brackin out for sharks we found it great
Many of our water casks rotten so ends
Lat 56° 19' Long 141° 02' E

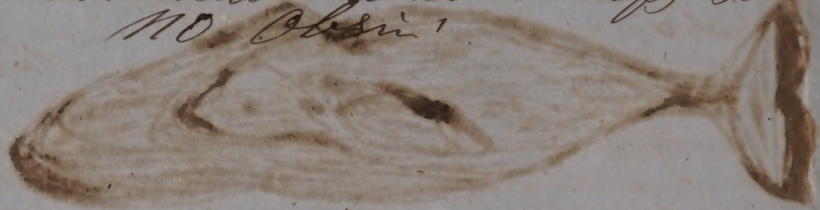
Wednesday July 7th

These 24 hours fresh breezes from S.E. & foggy
We headed too the south & carried all
Prudent sail

July 8th Much the same
We set up some sharks saw one too head
So ends

S. A. H. of N. B.

July the 9th. Commenced with increasing breeze from W & W overcast ships head by the wind W & W under easy sail at 1 Pm. Dashed God whale at 2 Pm took up the boat at 3 base. Again Labor boat struck & cut the line ring. God its running fowl at 6 took up the boat & took in sail latter part thick cloudy weather & light rain we steered too the NW under double reef so end
NO Obsin.



July 10th. Commenced with fresh breeze from East & thick cloudy rainy weather ships head by the wind ~~W & W~~ NW & under double reef latter part foggy we took the potatoes up from the sun & spiced them over and filed up the sun with new Kitten so end
July the 11.

Begins with light breeze from East & thick foggy middle part wind increasing at 8 Pm. wind ship head too ENE so end
NO Obsin.

Monday July the 12th. Commenced with fresh gale from W & and thick rainstorm ships head by the wind ENE under double reef. Tossing at 2 Pm took in fore & main topsails and set fore spencer at 4 Pm. wind ship head too WNW took in fore spencer & set the fore sail latter part moderate breezes made some sail so end
NO Obsin.

Tuesday July 13th 1852

First part light breeze from NE and foggy made all. Sail & steered by W & W. At 10 bump back latter part fresh breeze & light foggy we steered in God Cape Elizabeth. Saw the land
Lat 55° 10' Long 44° 22'

55.

In the Ochotk Sea July 1852

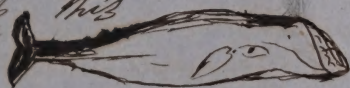
Wednesday July 14.

Come in with gentle breezes from
N & light fog we kept off the
All sail at 4 PM fog lit up we saw
3 ships in whose we find heard a very
strong current setting too N & E
Latter part calm & foggy with some
Rain so end. Lat 55° 10' Long 141° 40'

Thursday July 15th
Light breeze throughout the day we stood
in and made the land saw a ship cutting
at several more ships chasing whales
so end no obs.

Friday July 16th
At these 24 hours light air & calm
with fog we chased for whales without
success at 8 PM took up the boats &
set the sea watch & carried all sail
at 8 PM counted 8 sail 2 of them
baying we succeeded in 32 fathoms
sandy bottom land dist 25 miles.
We find heard a plenty of whales that
are called by whale men Ripsack so end

*
Something like this



Saturday July 17th 8:32.

Come in with light breeze from S & fine
weather several ships in sight & land
bearing S & E 25 miles at 4 PM Capt went
on board of the ship Tarent Capt takes
the Basque Tarent & the ship hunters are
in company the 10 with 12 whales & the 11 with
8 whales at 9 PM parted company with them middle
part maint'ed aback headed too S & W latter
part light air & foggy saw 8 ships & plenty
Ripsack whales so end Lat 55° bearing S & E 40
miles

Lat obs'd 54° 38' N Long 141° 09' E
New boat New m'n light sail & foresail

Ship Abraham H. Howland Jr
Sunday July 18th 1852

All these 24 hours light air & calm
We worked in towards the land as much
As we could saw one ship at anchor in 25
Fathoms water so ends no obs'n

Monday July 19th

Commenced with gentle breeze from North
And foggy we steered South at 3 PM saw
The land bearing South 4 miles dist saw
One ship at anchor at 4 PM at 6 PM
Finding the tide too strong for us let go
The anchor in 15 fathoms supposing ourselves
To be 10 miles from land but when the fog
Lift up we saw the land 3 miles from us
At 5 PM went in to look for whales
But saw nothing we landed among some
People that resembled our American foremen
They gave us in exchange for tobacco fish
And a salad like onion tops they

Tuesday July 20th

Commenced with brisk breeze from the North
And fine weather at 1 PM the boats came
On board we got underway and steered S by W
Middle part calm latter part gentle breeze we
Got up our boom & dried it saw 5 ships & plenty
Wills so ends Lat 34° 04' Cape Breton bearing
N 63° miles Long 141° 29' East

Wednesday July 21 begins with light breeze
from NE and fine pleasant weather steering up
the bay S by W employed stowing away our boom
At 4 PM saw the Barque Sarah Shieff at
Anchor at 7 the Capt went on board of her
At 9 PM came too in 12 fathoms Middle
Bottom latter part went inshore to look
for whales saw none but lost a great many
fish so ends at anchor

Cape Maria I. D. D. in 1857

57

Ship Abner. Jr. Houston

Tuesday July 27th 8:52.

Come in with light breeze from N E and
Cloudy saw several whales but they would not
let us come near them they appeared too be
very wild they spout 2 or 3 times & then
go down and we see none of them
Had 2 or 3 hours at 4 PM the land nearest to
us bore S W 12 mile at the same time we
have 10 fathoms black muddy bottom the Barque
in company one mile from us we find the
tide head too be the greatest stage of all
some times we have an eight knot breeze &
smooth water still we cannot keep the ship
on her course and I also find the water
too be very fresh or at least I have drunk water
that was a great deal better the men drank
it while they were in the boats today & all
came in that they had drunk much worse water
This comes the nearest too whaleing in a pond
yet we have rounded from Cape Maria
too the head of the bay and find all the way
from 25 to 9 fathoms we have anchored several
times and find first rate holding ground

I cannot have time too right allwise
Consequently I have too fill up my book when
I can we have seen plenty whales but they were
not too be fooled the Barque's boat killed one
and anchored him. We ran down too them
and took on board the third mate
A Mr. Simmons & his crew these being
every appearance of a gale at the same
time myself & the crew was a drift
and gales increasing together with the
urgent setting him against me & could
not gain the ship I put away for the line
But they had seen me from the ship and
sent a boat with an anchor we anchored
the boat and lay for the ship at 6 PM got
on board & made all prudent sail on the
ship and soon too gain the anchorage
On the second day we fell in with the
Barque & returned the boat & crew we
are now working in for the land again

In the ^{up} Bow Head Bay
 Now the weather is not at all settled
 Now at this time there is a strong breeze from
 the North West plenty whales in sight

August the 1st. Light breezes from
 the Westward struck a whale & got him
 Got the ship underway & went tow the whale
 So ends

August the 2nd we took the whale
 Along side & cut him in latter part began
 to hail saw the S & cutting saw greater number
 of whales but they were so he saw 2 ships
 in the offing saw new whale rapids so ends

August the 3rd At Anchor in stayed bay
 Chased whales ship Redman being told of
 Anchor plenty whales but will latter part
 Wind from S & mate on board ship Maslach
 useth for latter ship Heilmann at Anchor
 Beyling has taken 19 whales this season so ends

Augth 4th the wind from S & blowing fresh
 quite suggest very few whales & ships at
 Anchor At the Russian man of War latter
 part got underway & got a whale
 So ends

From the 5th of August to
 the first part of Sept we have been
 continually among whales but they have been
 at times wild and we cannot strike them
 At others we catch good up to them with
 all ease we have taken 5 whales this
 month which have made 700 blb which
 makes us in all 1400 blb the other ships
 that are whaling here have been rather
 unfortunate in losing those anchors the 9th
 August we had laid a hour from NW
 Let go both anchors & rode it out finding
 the weather too he going had we seen
 down fore to begin drift beyond the ship
 Bang Harry Cram

Being too the Gulf of suchline & the
Bad weather we have concluded to leave this
place, the Current some times in A S E wind
Runs from 7 to 9 knots and it very differ-
ent too whale hear unless the weather is
very good, but there is now lack of Polar
Whales for they are as numerous as the
sand on the Beach they swim too center
near the mouth of A river which comes
out of A bay about 4 miles wide where
there is A Russian settlement. The people at
the City of Ochotsk find it too hard too
winter there and have chosen this place
for A depot they are building a very fast
And it looks fair too be the good Capital
of the Russian settlements in the Ochotsk Sea
It is surprising too see the different currents
in this bay on the East side near Cape Masie
the Current sets too the Southwest when at
the same time on the West side only about
25 miles it runs at the rapid rate of 8 or 9
knots per hour sept the 2nd we had a deal
too our old crizzling ground & commenced setting
out of the bay at sundown Capt Elizabeth had
N E by E 20 miles

This Journal kept by H R Phillips

18.507 61

Ship Gladrator in Charge of the
Mate Charles Reeves Cruising among
the Sandwich Islands

Friday Feb 4th Comes in with gentle
Breeze from East N fine with weather
Ship heeled by the wind NE by N watch emp
loyed in various jobs setting up main riggen
And repairing sails. Dahu bearing NE
40 miles Attwary N W by W 45. latter part
light air saw plenty humpbacks so ends

Lat by DR 21.19 | Lat Obs'd 21.20 North
Long DR 158 44 | Long by Chron 158 50 W

Saturday Feb 5th

Comes in with light
Breeze N fine weather steering SE with
All sail watch employed setting up
main riggen N repairing sails middle
Post wind hauled too the NW at the
same time noticed a heavy swell from
the Westward latter part increasing
Breeze from the Westward saw a ship
standing too NW land Dist at noon
50 miles so ends Lat obs'd

Lat by DR 20.34

Long

Sunday Feb 6th

All these 24 hours light
trades N fine weather steered by the wind
throughout the day saw nothing so ends

by DR 20 04

Long 157° 14

Lat obs'd 19 59 N

Long by Chron 157° 10 W

Monday Feb 7th light trades throughout
saw nothing watch employed fitting riggen
N sails so ends Lat by DR 19 43. Lon 156° 53

Tuesday Feb 8 Nothing remarkable throughout
The Day No obs'd Lat by DR 20-04

Wednesday Feb 9th brisk trades N fine weather saw
some finbacks ship working too the Northward so ends

Feb 10th first part brisk trades middle light air
at daylight saw the land the Island of Hawaii so ends
Lat so ends

Ship Gladiators Cruising Among the

Friday Feb 11 began with light breezes from NW and overcast we steering SE by E. Saw Whales but could not make them out. At midnight lay aback for them at 11:30 and

Lat obs'd 20 15. Long 157. 58 -

Set by DR 20. 34. Long 157. 44 -

Saturday Feb 12th Comes in strong increasing breeze from NW and thick cloudy. At 10 PM gave up looking for the whales & filed away & steered SE by E at 2 PM plenty thunder & lightning in the Southern board at the same time of ice starting. At 29. 3. 50 the falling we took in all leave the fore & main topsails closed reefed middle parts fresh squalls of wind & rain latter parts strong breezes N. A. regg'd so end Lat by DR 20. 13. Long 157. 20 W

Sunday Feb 13 First part fresh breezes from SE & frequent squalls of rain latter parts light breezes from every point of the compass saw the land the Island of Rani bearing SE by E 55 miles so end Lat 19 56. Long 157 46 by DR 20. 04. 157. 32. West

Monday Feb 14 All these 24 hours moderate breezes & sun rain we steered by the wind too the East & West under easy sail saw some pinbacks so end Lat at noon 20 06. Long 157. 27 DR 20. 13. 157 42

Tuesday Feb 15 All these 24 hours light airs mostly from North & West and passing clouds steered by the wind too so watch employed in various jobs during rigging & so forth so end Lat obs'd 20 26. Long 157. 47 by DR 20. 19. 157. 22.

Wednesday Feb 16th First part light breezes from SE & fine weather steered by the wind head too the Eastern saw a stranger too the NW latter parts brisk breezes steered too NW under all sail employed during rigging so end Lat obs'd 20 22. Long per Chron 157. 47

Long by Lunar 157. 34 Variation 12. East by

Lat A strong Westly Current



Blind in chag of the mate Charles Rares 1853

Thursday Feb 17th Light breeze through
out the day second Lat 19° 35' Long 157° 42'

Friday Feb 18th first part light breeze
breeze from ESE we steered by the wind
SE latter part strong breeze at some rain
second no obsn Lat by DR 19° 54' Long 158° 58'

Saturday Feb 19th
All these 24 hours light buffeting wind &
fine weather at 8 AM light of SE wind
south saw the land 55 miles dist finished
sailing our reggen saw some finbacks
second Lat 20° 28' Long 157° 20'

Sunday Feb 20th
First part light breeze &
fine weather saw a breach but saw no more
of it at 6 PM SE point of Oahu land NW 20
miles saw one ship to the south middle & latter
part light air we steered in by the wind for the
harbor saw 2 ships second Lat 21° 30' Long 158° 10'

Monday Feb 21st
All these 24 hours very light air saw the land
nothing more remarkable second Lat 21° 30'

Tuesday Feb 22nd Strong winds we heaving up
for Oahu watch employed mending fore tops
latter part strong wind of shore & rugged second
Lat 21° 44' North Long 158° 10' W

23rd 24th 25th & 26th Strong winds most of the
time 25 strong gale lay too head to SE closed
Reefed main & mizzen topses took the boats up on the
Upper craning there being a very heavy sea
throughout this gale the wheel stood at 29° 30'

28th Calm too again in Honolulu harbor received
a visit from Capt Turner & Lady had 2 days party
Each watch took on board 50 bushell of potatoes & got
the ready for sea while lying at anchor had us
swung ahead of the ship Wm C Fox & carried away
both ship's flag & boom the ship onward left head
for Boston & Thursday & too on board as passengers
Miss Caroline Turner daughter of our Capt

Ship *Gladiator* Steering for the Bonin Islands

Thursday March 10

At Meridian Capt. Cairn on board with his family
And we got underway & put to sea at 1 PM discharging
the pilot & kept of WNW for Alay we too on board
As passengers at Honolulu Judge Le & Lady & Child together
With servant girl At 9 AM Cairn took the wind of
the Island of Alay carried the judge & his family
On shore & ended laying up and on

Friday March 11 At 5 PM boat Cairn on board
Bringing with them about 20 lbs potatoes we
lay off through the night in order to bring in in the
Morning At daylight found ourselves too far too
Seward we made 2 or three boards but could not reach
the port at 11 AM wind increasing we gave up
And kept of W by S so ends our Olsen

Saturday March 12 Comes in with strong trades
And passing clouds we made all sail & steered
WNW at 4 PM bird gland board SDE 12 miles latter
Part of above so ends Lat by DR 22° 05'
Long DR 180° 04' W

Sunday March 13 All these 24 hours strong trades
We steered WSW latter part saw 2 ships at 8
AM saw one of them manoeuvring board up &
steered for him but saw nothing like whales
At 9 kept of Course W by S so ends Lat obs 20° 45'
Lat by DR 20° 40' N
Long DR 185° 25' W

Monday March 14

Comes in with strong trades from
ENE & passing clouds we steering W by S with all
sail 2 ships in sight latter part of this day saw no more
of the strangers as nothing has happened throughout the week
Weather of remark & will write up for the whole week we
have had continual trades from East too ENE the ship has
been going large at 8 & 9 knots from WSW too SSW
And made a run of 25 degrees of Western Saturday we
crossed the Meridian and once more came again into
East longitude We have been employed in getting our
cutting gear & getting all ready for whaling
Long 177° 45' West

We are now bound too the Bonin Islands for Wood
Potatoes so ends today the 16 of March
Long 169° 54' E

We will stand fast one day too our having gained 12 hours

James K. Turner Master March 18. 53
Sunday March 20th 1853

5

Nothing has occurred since I wrote up last
Sunday except Tuesday & Wednesday we had quite
a strong gale. From the NE we run under double
breezed topsails throughout the gale. Friday & Saturday
fresh gales & at times squally we have made too the
Westward through the week having steered from N. N. W.
Too N. N. W. The wind has not varied from E. N. E.
Monday Lat by obsn $23^{\circ} 14'$ by DR $23^{\circ} 10'$ Long by Chro $177^{\circ} 40'$
Tuesday Lat $23^{\circ} 20'$ by DR $23^{\circ} 28'$ Long DR $175^{\circ} 28'$ Chro $175^{\circ} 33'$
Wednesday by obsn $23^{\circ} 46'$ DR $23^{\circ} 38'$ Long DR $173^{\circ} 26'$ by Chro $173^{\circ} 15'$
Thursday by obsn $24^{\circ} 01'$ DR $24^{\circ} 07'$ Long DR $169^{\circ} 42'$ by Chro $169^{\circ} 47'$
Friday by obsn $25^{\circ} 13'$ DR $25^{\circ} 09'$ Long DR $168^{\circ} 42'$ by Chro $168^{\circ} 40'$
Saturday by obsn $25^{\circ} 19'$ DR $25^{\circ} 23'$ Long DR $165^{\circ} 37'$ by Chro $163^{\circ} 08'$
Sunday by obsn $25^{\circ} 00'$ DR $25^{\circ} 07'$ Long DR $158^{\circ} 56'$ $158^{\circ} 14'$ East

We have no log line and I have too quick at the ship's head
But the difference in the obsn & DR I cannot account for
Only by bad steering this brings us too

March 28th At Noon Lat $25^{\circ} 00'$ Long $158^{\circ} 46'$ E

Visit of the Ship Gladiator To the Bonin Isls

April 5th Commenced with light breezes from the Eastward we got up our topsail & made all sail too the Westward at daylight made the land North & South Islands. The 2 principle Isls of the group saw great Numbers of humpbacks. at noon lat obsd Long

At 4 Pm of the 6th we rounded the SE point of Pal Island & saw a ship at anchor of post layd at 5 PM. Came too in 22 fathoms water the french Barque Salamander at anchor. Stood all sails & made all snug at 8 AM landed 2 Boats crews for wood & 2 for water we got our wood at the head of the Bay Mellam Being owned by Nathaniel P Savery the oldest inhabitant on the Island having settled here in 1831 he gave us permission too cut wood on his place which was by far the best place in the bay we also visited the other settlers and traded with them for the produce of the Island for which we gave them in exchange rice, made clothings New Drilling & Calico however I have visited this Island heretofore is no doubt acquainted with its early settlers. Magarro the first governor was established here in 1843 by the English & American Councils at the Sandwich Islands but his governor ship didnt suite the taste of the other settlers who supposed themselves capable of governing there own however he held the papers And that was about all My previous visit too the Island was in 1847 when he was then alive what time he died I didnt ascertain but now I visited his grave O Monument hill I found it surrounded by a fence The ground was well laid out for the purpose & a flag staff is raised by the inhabitants too mark the resting place of its early settlers and again this same hill is used as the best land mark on entering the Harbor It will be necessary too mention the several families that now compose the inhabitation of post layd that of Nathaniel P Savery consists of a wife & 3 children There is also an old Native woman of the Sandwich Islands the former wife of Savery she lives with him and may be called his Cook wife he has also 2 men too work for him which makes his # Number 8 His present wife is a Native of Guam one of the Ladrones she is a very handsome Looking woman of about 28 years of age & I believe has 23 kind of children The first is by one of the early settlers by the name of Melacham's the other 4 by a native of the Marques Islands & goes by the

April 18 53 James H. Turner Master

Name of Marquis Jack the last that was born in January 18 53 is by her forerant husband N. P. Savery I will here add that these children were all born in wedlock at the same time. The marriage ceremony is not conducted on the same principle as in more enlightened countries there is now missionaries here and all the man has too do is take this bird by the hand if he is fortunate enough to find one & she is willing to go with him carry her too her house & there establish her as mistress and I have never known but one instance where enmity & trouble has been made by this form of marriage the wife is considered too be virtuous & true to her husband & he or she is treated with contempt that wrongs his neighbor there is 7 other families in the bay the first I shall speak of is an Englishman by birth by the name of Motley his wife a native of the Sandwich Islands came there with Megaron 18 29 the man himself was discharged from the American whale ship Amazon Jan 18 35 since which time he has lived on the Island he has a small patch of land cleared and might be under good cultivation it is not for Rum that is abundantly supplied by the French whalers visiting this port Motley was well known at one time as being a very intelligent man but rum is ruining his intellect he is now about 54 years old there are 2 families of Kanakas on the S.E. side of the bay consisting of 4 women & 4 men & one boy there is also a white man living among them that claims on of the woman for wife however she is old enough to be his grandmother his name I believe is Thomas Hamblin. A small bay on the South side of the Island has one family all natives of the Sandwich Islands together with a Portuguese sailor discharged from the ship *Hebernia* in January last on the West side of the bay there is 3 families of Portuguese belonging to Brava Cape Verde his wife & 2 children. A son of one of the early settlers his wife & 2 laboring men deserted from whale ship *Compass* his family & old Collins & Betty his wife completing the whole inhabitation of Port Louis making in all

27 souls we completed our wood & watering on the 12th and on the 13th we bid adieu to our Island friends & started away from the Island to the North & West for the Schotaku Bay we obtained from the Island about 70 lbs of sweet potatoes a few yams & about 4 little and as nothing remarkable has been since we have been on our passage up to the 25th on which day we saw some field ice about 60 miles from the land. The first of May it blew a complete hurricane from the N.E. We passed the straits and came in to the sea on the 5th of May. We took our first whale on the 27th.

June
My Journal in Ship Gladiator of New Bedford

Tuesday June 28

Come in with fresh breeze from S.E. & thick fog ships backing & filling about waiting for the fog to clear up but there is no sign of it at present at 2 P.M. run in among some ice wood ships and staid too the Northward at 10 P.M. double reefed 3d & 4th. At 5 A.M. fog lit up but left the sky dark & cloudy we made sail too the Northward at 7 A.M. saw a sail at 8 hauled down & spoke the ship ^{at} 10 Whales this season got from him 4 shot of whale line which we stand very much in need of. Coiled one ~~in the tobacco boat~~ so end stering S.W.

Lat $55^{\circ} 40'$ Long $144^{\circ} 00'$

Wednesday June 29th

All these 24 hours light variable wind & dark cloudy weather with frequent foggy squalls we stered by the wind too the westward & south saw several ships 2 of them bayling. Latter part we got up the blacksmiths forge & set the blacksmith too work we coiled a new line in the labor boat so end No obsin Lat by DR $55^{\circ} 45'$ North

Long $143^{\circ} 14'$ East.

Thursday June 30th

All these 24 hours fresh breezes from the S.E. and a thick fog we tacked & half tacked about as best suited the Captain we saw a ship bayling & a carcass so end the last of June Lat by DR $56^{\circ} 04'$ N

Long $143^{\circ} 03'$ E

Friday July 1st

First part strong breezes from North & thick foggy weather we stered by the wind too the Westward at 10 P.M. double reefed the topsails at 6 A.M. saw a boat going very fast too the Southward. Soared all 5 boats & chased him one hour but he was in too great a hurry too stop for us at 7:30 took up the boat and plenty willers at 8 A.M. sent up the mainmast yard bent & set the sail so end with pleasant weather Lat by obsin $55^{\circ} 14'$

Long by Chro $140^{\circ} 09'$ E

Saturday July 2nd

Come in with fine pleasant weather ship heaved by the wind S.W. with all sail at 3 P.M. saw 2 ships at 6 spoke the Nimrod had taken 3 whales her Capt was sick at 8 parted company with her & stered under the land which she had left in the morning latter part good weather saw a sail at 11 A.M. saw a dead whale so end running for him Lat $55^{\circ} 13'$ Long $139^{\circ} 26'$ East

James H. Furness Master July 1853.

Sunday July 3rd

Begins with light breeze from the southward and overcast we starting for the dead whale 3 ships in sight at 1 Pm took the whale too the ship Vats Gines cutting he was the smallest bothead that I ever saw cutting at 4:30 Studin of the land under all sail saw 4 numbers of ships at 7 Pm big shantar Island bore south 15 miles little shantar & round Island too the Westward at 8 spoke ship Massachusetts by drew Bedford Capt Bennet 4 whales the season I reared A visit from him & his wife too way dressed in the new costume A bloomer A very fair bird in the oohotok sea at 10 parted with them & tookin sail for the night & raised off those middle part Nenty rain at 5 Am maid sail & started in for the latter at 6 Wind hauled too the SN and coimern thick weather latter part strong breeze & thick foggy weather we tookin sail as required so endy. Dayling & no obin

Monday July 4th

First part fresh breeze from NE & thick foggy we imploy Dayling ships head by the wind too the Northward several ships in sight & plenty fiele ice at 4 Pm finis dayling Latter part fine weather we saw plenty whales but they were very wild saw the ships George Washington Menervia & South America at anchor wharling so endy Big shantar Isl bearing SW 10 miles

Tuesday July 5th

Begins with light breeze from the southward & fine weather bout of whales at 4:30 let go the hodge anchor And brought her up in 37 fath water reared out 80 faths Hoisted clawed up the sails & stowed the topgallant sail big shantar bearing south 8 miles at 10 Pm fresh breeze we took our Anchor & made sail at 5 Am foggy at 6 foggy light up saw plenty ice which prevents our getting in too anchor at 11 Am based And struck a whale and shot the born lance into him but we drew the gun and the born didnot hurt him much For he went of so endy land dist 12 miles no obin

Wednesday July 6th

Comein with brisk breeze from SE & clear weather but very cold plenty ice all round which apperars too be working too the NE & several ships in sight some dayling & some cutting at 1:30 took up our boat at 6 and again got nothing Middle part light breeze latter part we saw the ice for whales saw the Harjony boat pick up A whale at Meridian South aim on board at swim time A visit from the Capt & his lady of the ship Munda

Ship Gladiator of New Bedford

Thursday July 7th 1853

Begins with light air
From southward & mighty bad weather we steering too
the northward with all sail in company with the Hunter
she has taken 6 whales this season we exchanged with
her gave them \$5 for a 6 oared boat at 7 PM parted
company with the Hunter made a better port foggy at
8 AM Capt French of the Barque Concordia of Sag Harbor came
on board 70 bbls this season at 11 AM fell in with the Hunter
Boat they had tried to get in shore but were prevented by
the ice and the fog had set in so thick that they could not find
their ship we stood down our last whale 50 bbls & went
110 obs in land dist 9 miles by Hunter

Friday July 8th

Came in with light breeze from the NW & foggy at
1 PM steered in to the ice & viewed of shore the ice is very
thick and we cannot get where we want too good middle
part hard squally of wind & rain latter part foggy
& light breeze we hoisted up for the land at 9 PM the
ship Bumblebee got a line from him at Mexican cove
Up with the ice saw several ships in, those so end
land dist 18 miles

Saturday July 9th

Came in with light breeze from south & fine
weather we run into the ice & lay aback but saw
no whales at 2 spoke ship George Washington Capt
Edwards 12 whales this season she had just got out
of the ice she had been forced too get underway and
leave whales on account of the ice drifting down
Upon them the ship Wappa is in the ice and appears
too be in a bad scrape at 3 PM received a visit from
Capt Scott of the Hunter we count 14 ships 4 barges
and one cutting at 7 PM big Hunter bearing SE 25 miles
and from SE to North the land stretches as far as the
eye can discern from the mast head parted company
company with the GW at 8 PM middle part
Brisk breeze latter part light westerly wind & fine
weather we hoisted for whales but did not strike so end
The Island SE 25 miles no obs in

James H. Turner Master 1853⁷¹

Sunday July 10th

Begins with fresh breezes from NW and fine weather we took up our boat & stowed overboard the mainland saw plenty ships and plenty muskelluggers & one boohoot at 3 PM wind hauled too the NE middle part cabin latter part light air & foggy. We boarded several times but got nothing we saw several ships. At anchor cutting and buying and ourselves employed in Sunday jobs, braking out the after hole too take an account of our provisions we find 18 bbls salt procured & 12 bbls flour so on. No obsin mainland land stretching along from ENE to WSW from 8 to 12 miles dist.

Monday July 11th

Come in with light breezes from East and fine weather. All hands employed braking out the after hole & chasing whales at 3 PM took up our boat at the same time a strong squall from NE we could see the tops of clouds & wind hailing all round the compass. Latter part light breeze at 8 PM fell in with a dead whale took him to the ship and cut him in 2 ends. Land dist 8 miles.

Tuesday July 12th

All these 24 hours light breezes and foggy at 7 PM we came too in 22 fathoms. Weather with the small bowed vessel out 50 fms. scope at 3 PM sent in 3 boats to look for whales saw none cut 2 small spruce trees. Had boats mast we landed in a small fresh water river that empties itself into a bay about 2 miles from the beach land there is a small isl about 1/4th of a mile from the shore I mention this more particularly on account of its being the female resting place of Mr. Duglasy second officer of the whale ship Madrak Threse had very buried their 4 day science at 11 3 boats came on board and we got underway so end.

Wednesday July 13th

Light breezes from the NE & E we lying off Bonneting for our boat too come of several ships. At anchor at 4 PM boat came on board she had been hauled up & the tide lifted her, at 5 PM the ship's Master Threse Capt. Taylor sick latter part very foggy saw some whales did not hear spoke ship Robin Hood. At 6 PM only 5 whales so end with plenty fog. Land dist 12 miles.

Journal of Ship Gladiatus

Thursday July 14th

First paste light air & fog at 1 Pm boased for
Whales but could not get up too soon they were very
wild they went into the ice where we cannot go with
our boats at 8 Pm took up our boats at 9 light air.
And tide against us we let go the small lower dard
Brought up in 20 fathoms 50 fathoms scope stowed the
sloop & closed up the mast & set the watch
Main land bearing from WSW to ESE & that paste
Bearing NW about 12 miles the greater Shantar
Island bearing South 25 miles at 4 Pm went in shore
saw nothing at 10 Pm Capt Hall of the Barque Waterman
Cain on board she had taken 7 whales this season; at
Meridian took up our boats so ended at anchor

Friday July 15th

Commences Calm & fog at 1 small breeze from
SE we got underway and began beating out of the
Strait we hove up our anchor minas took we
took him in and got up our self charring anchor
shackled on the chain and slung him by the slop
ers at 7 nearest land NNE 9 miles the ice
too the South very thick & rather paste fresh
Breezes we sailed along about 20 miles of the shore
But saw no whales the Coast seemed too be very high
yet except heard & hear a small ruddy making
Down the mountains and there you will always
find a stream of water we went into one of these
rivers that was just big enough to enter with a
Whale boat the water was very good we filled our
Boat cagg and after plucked a few wild flowers
from the grave of Mr Digby we again put
off in search of whales at 10 we spoke to the mate
of the ship John & Edward she had been in the ice
5 days and at Meridian Cain on board land dist
10 miles

* The following inscription of Copper from a small
Board at the grave Wth Digby died July 2 aged
30 years on board ship Ma Theresa there was also another
grave about 10 feet from the other a cross was erected over it
On which was marked

1847 H O H I 29.

Samy H. Turner Master July 18th 53rd

Saturday July 16th

All these 24 hours moderate breezes & foggy at 1 P.M.
Spoke ship Coral & John Kelly of S.B. the former with 9.
And latter with 4 whales at 4 saw whales in the ice went
in for them fog shot in and we gave up the chase at
4 P.M. took up the boat at 8 Capt Neamiah West of the
ship Thursday came on board & reported that ship with
8 whales this season he was a man about 45 years of age
and is well known among the whaling fleet as a very skillful
Navigator he has commanded a ship 18 Cape Horn voyages and
is no doubt a first rate seaman but still too look at him
One would think that he had never smelt salt water.
Wind throughout the day has been from N.E. and we have
sailed several times for whales but got nothing & -
At noon great shanties played board & 20 miles the ice
from E too S.W. and that I find is waisting away very fast.

This brings Sunday July 17th

One of the luckier days and in my mind a day that
no whales had ought to be taken we have had a thick
fog throughout the day and have been continually
among whales but they are very shy and the wind
being so light that we cannot get along side of
them However after chasing them untill 11 A.M.
we struck one and piled him we made all
sail on the ship & steered for him while the 4
boats towed at the same time there has been
4 ships chasing whales but had got nothing at
Meridian so ends this day and begins

Monday July 18th

Come in with light breeze ship bearing up for
the dead whales at 2 took him too the ship at 3
hooked on and at 5:45 had the sculp over board
And set the watch middle paste thick fog at 7
A.M. began to boyl turned up the laborer boat too
Repair so ends boyling Land dist 20 miles

Tuesday July 19th

Come in with light breeze & light fog at 1 loaded
4 boats & went into the ice several ships in sight
At 8 P.M. took up our boats they had seen plenty
whales but could not strike them at 2 A.M. sent 2
boats in the ice at 3 struck a whale and piled him
at 7 took him too the ship hooked on at 10 had him
in so ends Land dist 14 miles bearing S.W.

Ship. Gladiator of New Bedford

Wednesday July 20th

All these 24 hours light variable winds & some fog we employed byling & chasing whales. We struck 3 last one line so end.

Thursday July 21st

First part light air and fine weather we employed byling and chasing whales at 2 Pm harpooned a whale with the gun the first time I ever saw it used At 3 Pm struck another and landed a line at 8 Pm on board & staid of from the ice at 10 Pm and dropped all 4 boats struck and broke the fore it was one of Simples make so end & Land dis 10 miles bearing SW

Friday July 22nd

Come in with fresh breezes from SW & fine weather we employed byling & chasing. We saw the coral take a whale sat a look out our boat & fines byling latter part went in shore saw plenty whales at 11-3 boats came on board we began to stow down our oil we find the ice waisting away very fast so end big shanter island SW 8 miles

Saturday July 23rd

Come in with light baffeling wind and some fog we employed stowing down 2 boats in shore looking for whales at 7 Pm took in light sail big shanter bearing SW by W 12 plenty ships in sight some at anchor middle and latter part foggy we lay off & on the island too wate for our tow boats so end

Sunday July 24th

Commence with light breezes from NW and foggy we standing in for the island under all sail employed stowing down at 4 Pm finished stowing of the main back & bare hold put down 200 bbls and have 40 on deck at 5 Pm fog hit up we saw the island bearing SW 8 miles we saw plenty boats in shore and there is a number of ships in sight our boats have been gone since yesterday morning at 5 Pm Capt went on board ship & shortly got back her 6 bbls salt meat at 7 our boats returned at 3 Pm went for food & supply struck one and got aboard boat stow At 9 took the whale to the ship so end Cutting

James R. Durock Master 18:53.

Monday July 25th

Come in with brisk breezes from S W we employed cutting 2 boats away at 4 PM Calm of 4 got out and then boat put the stowen boat over head finished cutting 3 men sick of duty but more of this here after

On board ship Gladiator written by

H. W. Phillips
Sawyer

Tuesday July 26 went in with 3 boats & carried on shore A maint'pt sail for A tent middle and latter part stormy closed reefed the tops so no whale

Wednesday July 27 first part strong breeze from S E and foggy boats in shore and ship working up saw some whales but they were very wild & went on board of the ship Abigail got breakfast & put of for our ship got on board at 11 AM we finished haying whale made 120 bbls so end

Thursday July 28th light breeze at 4 AM went in with 3 boats saw some whales got none at PM we bought 10 bbls potatoes from the abigail saw the G W take a whale so end plenty ice

Friday July 29 light breezes throughout the day boats in shore saw some whales at 7 AM changed our boats up at the tent & turned in at 7 AM Calm on board spoke ship Massachusetts & whale we are now in the straits working too the south plenty ice all round at 11 AM Calm too with the small bowser in 20 fathoms swung with 45 fathoms chain unbent & bent A maint'pt so end

Saturday July 30th

First part fresh breezes from S W & fine at 1 PM blow short too be in readiness too get underway at the turn of tide or keep clear of the ice the Massachusetts at anchor & latter part light breezes we worked up for south bay at 6 o'clock for whales got nothing at 10 Calm too in 8 fathoms saw 12 ships so end

The land that forms this bay head from East to S W & S E

Ship Glaciator of New Bedford

Sunday July 31

At Anchor in South Bay Spent Island
& ship at anchor we employed stowing down
After Shore Mrs Bennet on board 2 of our boats
On shore after wood at 2 AM Canted all hands
Got breakfast & put off with 5 boats for 8 miles after
Whales last past Captains McKinley: Willis Bennet
An the Capt of the ship Dashmouth joined us
At night so ends

Monday Aug 1st.

Come in with calm & thick fog we got out
Our starboard boardboat at 2 PM 2 boats returned
Had not seen no whales we got a raft of carib
Reddy too wind in fog water stood down some
oil in after hole at 7 Capt Edwards came on
Board from the George Washington we got from
him 4 bbls Beef latter part got the raft
On shore took of 4 boat load of wood
So ends

Tuesday Aug 2nd
light breeze from the SW 3 boats after
Whales and the rest wood & wasting
the ship we brought from the ship 1 dead
10 bbls Beef at 6 PM our boats returned
Had not seen but 2 whales but report
The ice very thick & heavy they saw 2
numbers of Blaises latter part took our
Raft alongside so ends

Wednesday Aug 3

light variables & fine weather we hoisted
in our raft & stowed it in the after hole 3 boats
On shore getting space the wood here abouts does
not grow very large we have tried in several places
Too get a stock big enough for a mint of fuel yard
And have not seen any yet it grows tall enough
But does not hold its length by us this day the
Mast of the ship left the anchorage and stood
Out into the Bay we boarded the French
Barge Asia Capt Levan for the purpose
of obtaining a doctor for our sick but
found him without one

James K. Sumner Master 1853 77

Our mate has had a fall on his four fingers
and has not been able to use his hand since we
came into. They sea however he has left to work with
his left hand and makeout very well it is very
now then it has been before and is going too by catching
Cotton in it. When we were upset by the last whale
Today we had a visit from Capt. Heath of the Barque
Daniel O'Leary of New Bedford. He has joined the ship
At the Sandwich Is. Capt. Cole has formed command
Returned home on the account of ill health the weather
is good but the field ice that is now in sight from
here we lay presently and getting where there is every
chance of getting every whale and I am most disposed
of and seeing every more at 2 PM we got underway
and began too work out of the bay 3 boats ahead tow
ing at 5 AM fresh breezes took up the boats and the
old too the ship with all sail saw plenty ships
Whales & land the whales are very small &
we have not looked for them but like that we are a
going too the Heep so ends

Thursday Aug 4th
Came in with light variable & fine weather
We saw plenty small whales at 5 PM boarded
the ship sea vessel of Warren Pk 22 whales
The season has made 14 hundred wh. at 5 PM
Came in in 16 fathoms water stood the sails
Saw the Jannet at anchor had taken 3 whales
Today latter part boarded boats & went into the
Land struck 5 whales so ends

Friday Aug 5 Saturday 6th
At Sunday 7th Continually among whales
Cut in & struck 6. Sunday the 7th killing
Cutting & boiling plenty ice in the stores ships
John Coggeshall Callao & Elias Richards at anchor
All whaling. This month I shall have too full
but all in one week as we are so hard too
work that I cannot find time too write
We have had first rate weather since we
have been here and at least better than I should
expected every where else there is now & then a big
show of rain and very strong more wind
then would fill a sail we have seen several
ships fill up and go off and that gives us
new life every day

My Journal in the Gladiator & more

Since the 8th of August we have been among
Whales continually but the whales head do not make
much Oil we have taken care whales head that were
Large enough to make 200 bbls and have been
Cauter said when taken too the ship but we find
Out of the 26 whales taken up too the 31 of Aug
that there average has been about 50 bbls there
We have taken some whales that would not make
more than 20 bbls and the most I think we have
Pursued from one with not exceed 100 bbls
The ships hear are all doing very well or at
Least so they appear for they are cutting & hauling
All the time this bay is called by whale men
Shanter Island bay owing to its being in a great
Measure sheltered by the Shanter Island that stretches
Along from NW to SE we have had one boat
Stove and one of our boatswains stickley hurt at
Another time a whale sweep in or over the boat
With her flukes & hurt another boatswain
Not so bad but what he got well again in a week
Our officers are generally speaking a very active
Set of men and our boatswains are good and
Crew are first rate and as for Capt Burner
He is just the man for one of these voyages
And if we can't get whales we God only knows
Can as for friend Western our Carpenter he is the most
Conspicuous Carpenter in the ship we never have too
Water for him our casks are always ready and
In good trim Sept the first we got under way
Whales being very scarce at 11 boats for them and
Struck one we finished stowing of the after
Hole the ship sea is at anchor here she has taken
55 whales this season that have yielded 3000 bbls
I will now in the 1 of Sept and as we want
But 200 bbls too fill try too write my journal
Dayley

This bay I cannot find any name for
It but it is defended by the Shanter Isls
And I have fore call it Shanter bay
Whales are very plenty here in August
& September there has been a great
Deal of oil taken here this year
Several ships have sailed off here
And many others have laid the founda-
tion of a good voyage

Sept 2nd

light breeze throughout the day we took a small whale the large ones being shy took our anchors & drifted a little more to the North so ended

Sept 3 we employed Bayling of boats of chasing whales got a small one whales shy but weather very good so ended

Sept 4th employed bayling at 5 boats Calm alongside with a small whale we cut him in & got underway but the wind left us & we came too again Capt Bennet & Lady Cairn on board and a careful eye can easily detect the Bloom has faded & will soon flourish at 6 AM Fullin & picked up a dead whale cut him in and made sail for the bay where we are to get our water so ended

Monday Sept 5th

First part light breeze & fine we employed bayling at 6th our boats returned middle part squally we got underway but the wind decided us so came too again at 4 AM plenty rain so ended

Tuesday Sept 6th

Calm with light breezes and overcast we at anchor employed bayling at 1 sent of 2 boats to look for whales at 2 got underway & steered for two the bay at 2 PM Capt Walker of the ship South America Cairn on board reported that ship with 2800 bbls the season at 6 the wind left us & tide ahead brought up again in 10 fathoms closed down the topsy latter part fine bayling & took of a raft of water the ship & Admonition were sailed so ended

Wednesday Sept 7th

Chasing whales of chasing up latter part strong breezes from the NE we finished stowing down all hands employed clearing ship & getting ready for sea we have stowed down 2340 bbls oil there is at this time a plenty whales in the bay but they are wild and we cannot get on too them so ended

My Journal in the Gladiator

Thursday Sept 8th

Come in with fresh breezes from N E
And overcast all hands imployed clearing up
And getting ready for sea went to hunt a new
Fore mast at 4 Pm got underway at 8 the wind
Left us and a strong tide setting against us we
Chained again too anchor all standing at 10 Pm
Hauled anchor again and stood out of the bay
So ended all imployed stowing down & scap-
ing board

Friday Sept 9th

Begins with light air from the Westward
Several whales in sight we loosed 4 boats &
Chased 4 hours but we may as well chase a wild
Antelope middle part fresh breezes from N W
We working out of the bay too the best advantage
The Massachusetts in company latter part cleared
The straits against a 4 knot tide and glad we are
Too get on we rose the gear and set foremast
standing sail at noon great shantar board West
20 miles little shantar - South 14 miles and with
A fresh breeze from N W and water imployed
Scraping board we will end the 9th.

Saturday the 10th

First part light breezes from N W and fine
Pleasant weather course N by E 3 ships in sight
Too the N W one of them looking middle British
Breezes latter part light air we saw plenty
Fresh water imployed scraping board got up
The main soil yard and set the sail second
Lat obs 55° 53' North

Sunday Sept 11th

Begins with light air from the Northward and
Clear pleasant weather steering by the wind E N E
With all sail set imployed scraping board at 3 Pm
Began to clear up the decks for there is so much
Gummi that we can hardly get about latter part
British breezes all hands & imployed shaving
And washing them self for the last month they have
Looked like a troop of wild men 4 days ago
It was easy too tell one from the other, but
Science they have got shaved & trimmed up it
Is a hard matter too find out too if not
However too take them all & all there are it may
Good looking set of men Lat at noon 57° 20'

Long 144° 50' East

James K. Turner Master 1858.

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Monday Sept 12th

All these 24 hours brisk breezes from the NW and fine until 4 P.M. when the wind shifted to the South we employed clearing board saw some finbacks & seals.

Lat 57° 58' Long 144° 55'

Tuesday Sept 13th

Come in with gentle breezes from South and good weather steering ESE with all sail. Watch employed clearing board latter part fresh breezes from NW & thick hazy weather nothing more remarkable the day.

No Blin

Wednesday Sept 14th

Come in with brisk breezes from North and overcast we steering by the wind ENE with all sail watch employed with the board at 3 P.M. ahead we saw the land the 2 head lands of Farthest Bay at 2 P.M. saw several vessels one of them hailing at 8 P.M. spoke the ship Isaac Howland of New Bedford capt West 24 rounds the season at 10 passed company & kept on for the Bay so ended Fogg Island bearing SW 1/4 miles

Thursday Sept 15th

Come in with gentle breezes from SE and good weather we steering ENE for Browns Island at 3 P.M. saw whales at 4 hoisted 5 boats & put off for them at 5 P.M. struck and killed a whale at 6 took him to the ship at 6:30 hooked on and began to cut at 10 P.M. had him in the largest bow head that I ever saw but he is very poor his head measured 23 feet rather poor light breezes and foggy we hoisted for whales but did not strike so ended chasing land dist 10 miles.

Friday Sept 16th

Come in with calm & overcast heavy of spacing whales at 2 P.M. spoke ship Canata 21 rounds the season saw 20 ships at 6 P.M. took up our boats middle part foggy at 9 P.M. foggy the up we saw several ships one of them cutting at 11 nearest land near NE 1/2 8 miles Fogg Island so ended

Ship Gladiator of New Bedford
Saturday September 17th

Commenced with light breeze from
S.E. and overcast ship's head on the
wind E.N.E. with all sail several ships
in sight some of them whaling and
Dist. 10 miles at 1 PM saw 3 whals
Loaded 3 boats for them

One whale that we took day before
yesterday proves too be so good that
We have concluded to leave him in
the blubber room several days until
the water runs out of them blubbers
At 4 PM took up our boats and at 5
I spoke the ship Massachusetts she
had taken nothing science having the
phantom middle part fresh water
At 5 PM began to blow hard from
the Eastward we took in sail close
The tops closed reefed & sheeted close
At 11 PM wind had got too a stand
at E.N.E. and a large sea running
We found it best to lay too head
too S.E. so end no obs.

Sunday Sept 18

Commenced with strong gail from
E.S.E. and a large sea we have too
head too S.E. wind closed reefed main
& main tops if main trisail Brought
standing at 28° 7' north & 4:50 PM
The weather thick and cloudy with frequ
ent showers of rain at 11 PM gail abating
At 5 AM quite moderate at the tops
squared in and started S.E. latter part
moderate made all sail rose new
from braces so end the adie the last
5 hours at 28° 5' 4" weather thick and
cloudy wind from N.W. No obs.

Lat by R.R. 57° 40'
Longitude 149° 40' W

James K. Kinsman Master 1838

Monday Sept 19

First part stormy wind from NW
And thick cloudy weather steering SE
With all sail down at 28° 5' with middle
part light breeze from SW and fine
Latter part wind hauling too the
North saw a ship too the Eastward
steering SE we began too
Boyl so ends

Tuesday Sept 20th

Come in with light breeze from
West and hazy weather steering
SE under all sail employed boy
line at 4 PM increasing breeze
from West at 5 to 6 in the gully
and fly jib stowed the mainsail
Weather dark and cloudy middle
part fresh breeze and fine we
then latter part light air we
made all sail go ends
Lat obs'd 54° 44'
Long

Wednesday Sept 21st

Come in with light air
from NW and hazy weather
steering SE with all sail the
squares too the NW we employed
Boyl at 4 PM hoisted 3 boats for
a sight whale at 4:30 too them
up again the whale was going like
a struck dolphin at 9 PM hoisted
Boyl at 11 to in the light sail latter
part wind from North we made
all sail and began too stow and all
at noon finished stowing put down
55° by all hands employed cleaning
Boat so ends 2 men sick of duty

Latitude 53° 34'
Long 102° 00'

Ship Harriet New Bedford
Thursday Sept 22^d

All these 24 hours brisk breeze from
the South & West we stood SE with all
sail employed washing board saw a
right whale but time being too
We let him go on his way so ends
No Obs at noon
Lat by DR $53^{\circ} 00' N$
Long $152^{\circ} 30' E$

Friday Sept 23^d

All these 24 hours thick
foggy weather we stood too the SE
when the wind would permit which was
not very often the case it being mostly
from South at 9 AM said it aite
Whale chased 3 boats, at 11 struck him
and parted the Iron so ends
Lat Obs $52^{\circ} 13' N$
Long by DR $153^{\circ} 16' East$

Saturday Sept 24th

Begins with light variable winds
and fine weather at 1 PM took up
our boat and made sail too the SE
At 5 PM strong wind from SE and
dark cloudy weather we took in light
sails rather part strong wind from
South we staved by the wind SSW
under topsails employed cleaning board
We took in our bow and waste boat and
put them overhead so ends with rain
No Obs

Sunday Sept 25th

All these 24 hours thick cloudy rainy
disagreeable weather & variable winds
Got May have not been steady at one point
Bore rode through the 24 we worked too
the SE & Eastward to the best advantage
the last 6 hours it rained continuously
We have fetched some rain water in when
We stand very much in need of it so ends
No Obs Lat by DR $50^{\circ} 55' N$
Long $154^{\circ} 10'$

James K. Turner Master 1853⁸⁵
Monday Sept 26th

Come in with light breezes from SE and
Raymer ship, head by the wind SSW with
all prudent sail at 4 PM strong squall from
NW we took in light sail at 5 PM hard gail
closed reefed the tops & stowed the courses &
stood SSW at 6 o'clock cloudy weather and
every appearance of the gail increasing we
took in fore top & fore had too had too the
Westward at the beginning of the blow the
Barometer stood at 29.25 thermometers at 52°
This was at 4 PM before it began too blow
hard, at 9 PM when the gail was at its
hottest pick the glass stood at 28° 1/4 thermom-
eters at 53° there was at this time some rain
at midnight gail abating at 4 AM set fast
closed reefed at 5 AM fore & main tops we
made all sail and steered SE saw 4 ships
steering for the straits also 4 sloops bound
for the NW supposed to return it was rugged at the
time but she appeared too make very good
weather of it
she was undoubtedly from Kamtschatka but too
the New Russian settlement in the sachalin
Gulf we

we bent a new fore & aft so and
Lat 50° 10' North

Tuesday Sept 27th

Come in with strong breeze from NW and
crucial we steering SE with all sail the strain
got too the Southward at 2 PM saw the land
the island of Comoran we hoisted up and steered
Eas for the straits at 4 PM saw the land on
the N.E. side of the straits another island the
name of which I do not know at 7 the wind
hauling too the SE we hoisted up and steered by
the wind ESE middle part light air and
clear starlight we worked out of the straits too the
Eastward at 4 PM fresh breeze from South ship
head ESE land dist 15 miles at 5 thick
fog we saw some right whales but we cannot
stop for them latter part light rain air at
29.25 thermometers at 50° cloudy no rain
Lat 42° 00' Long 150° 10' East

Remarks on board Ship: Gladiator
Wednesday Sept 28

First part fresh breeze from S.E. & foggy with rain we steered by the wind to the Eastward middle part squally & plenty rain we tows the light sail latter part light breeze and clear rainy weather we employed washing Board so viz no rain.

This day I have been very much enlightened on a subject very interesting to every Seaman I have watched very attentively the movements of our Simpsometers at 6 PM it stood at 29° the weather then being dark and cloudy with fog & rain it fell gradually throughout the night at midnt it stood at $28^{\circ} 70'$ it began to blow in squalls and from 8 AM until Meridian it continually fell a little so that it stood at $28^{\circ} 50'$ the thermometer at 56°

Thursday Sept 29th

Come in with light wind from the Eastward and thick cloudy weather and plenty rain Ship's head by the wind S.E. under 1/2 glass falling which gives us a good warning of a heavy gail approaching at 1 PM made all sail thinking the glass was trying to fool us but mark the sunset at 2.30 glass stood at $28^{\circ} 50'$

At 3 PM strong squall from N.E. bringing on a gail double reefed the tops & steeved S.E. at 5 PM strong gail from North took in the mainsail ship going large at 10 knots middle part moderate gail and a large sea latter part gail freshened again not with standing we set back the glass rising moderate at 9 AM it stood $28^{\circ} 60'$ the thermometer at 53° weather clear & pleasant & sky blew at Meridian glass at 29°

Gail freshens and a very heavy sea we steered East the last 12 hours wind N.W. ship's going large 11 knots & we sailed some coal and stowed it below so ended
Lat obs'd $48^{\circ} 29'$
Long per Chron $109^{\circ} 59'$

James A. Turner master sept 1853
Friday Sept 30th

First part strong gail from NW
In a large sea steering East and hool.
Sails and foresail ship going at the rate
of 11 knots and sailing from sail to sail
We employed drying hoar and stowing
it between decks middle part moderate gail
We set maint' sail latter part fresh gail
And fine pleasant weather we employed
putting down the riggen and drying hoar
At 11 AM made all sail gail decreasing
We unshipped our bow boat davits
So ended. Lat obs'd 48° One mile

Long per Chro $164^{\circ} 38'$
The last 14 hours we have steered E by N
And it will be seen that she has
made an East Course

Saturday Oct the First 1853
First part fresh gail from NW
Rugged course East with all sail set.

Middle part moderate gail and passing
clouds which has been the case the 2 previous
days the wind has increased with the rise of
the sun & moon Dist 243 miles
Course made good E by S latter part fresh breeze
And fine weather watch employed in
various jobs so ended Lat obs'd $47^{\circ} 02'$
Long per Chro $167^{\circ} 24'$

Sunday Oct 2nd
All these 24 hours strong breeze from NW
And passing clouds steering E by S with all sail
set at 3 PM split fly jib distant fire at 8 AM
Saw a new fly jib and set him put on foremast
light backstay ship going large at 10 knots and
A very heavy swell from NE so ended
Lat obs'd $45^{\circ} 00'$ North
Long per Chro $172^{\circ} 15'$ East
Course made good

Distance 265 miles
Variation 16° degrees East

Kennedy in the Ship Glacinto

Monday Oct 3rd 1853

First part fresh breeze from N W and cloudy steering Ely S with all sail imployed by usual on Sunday middle part light breeze hauling too the N E we braced up and steered by the wind E S E & S by calm at 7 AM wind calm from S E we steered by the wind E N E watch imployed washing boar of carpenter making topmast studding sail boom

Lat obs^d $44^{\circ} 38'$ Long $174^{\circ} 00'$
Course made good Ely S $1/2$ S
Dist 101 mile / saunders

Tuesday Oct 4th

First part fresh breeze from S E & fine weather but rather cold for this season we steering by the wind too N N E with all sail imployed washing boar at 8 PM carpenter fixing the studding sail boom and we got him on the yard middle part sun ally we double reefed the tops at 4 PM wind hauling too the Eastward we tacked and steered too the south latter part fresh gale hauling too the Northward at 8 AM closed reefed the tops & studding the mainsail at 9 AM sunometer standing at 28° 9th 30 at the sun time plenty rain & wine from E N E thermometer at 55° so end

Lat obs^d by DR $44^{\circ} 55'$
Dist run 127 miles Long $178^{\circ} 05'$

~~Thursday~~ Oct 5th ~~to~~ Wednesday

First part fresh gale from E N E & darker cloudy rainier weather ships head by the wind S E and S by S under the closed reefed topsails mainsail stood & foresail hauling in the gear middle part wind hauled too the N W we set double reefed topsails & courses latter part fresh breeze from West & cloudy we main all sail & steered by sunometer at 4 PM stand at 29° 9th 30 the full moon lay until the gale was at its height & then began to rise so end Lat obs^d $44^{\circ} 07'$ Long $178^{\circ} 3'$

James K. Turner master 1853

Thursday Oct 5th 1853

First 5 hours light breeze from West and fine weather steering ESE with all sail set. Watch employed drawing & knotting yarns. At 7 P.M. increasing breeze & hauling too the S.W. latter part brisk breeze from S.W. and good weather we employed cleaning beam.

This day crossed the American too the East word which brings is again into West Long tide and gives us back our old day consequently 2. Thursday so ends

Lat at noon $42^{\circ} 51'$ North
Long at 4 P.M. Chron $177^{\circ} 43'$ West

Thursday Oct 6th The Western day comes in with brisk wind from S.W. and fine pleasant weather steering ENE with every stick of canvas set that we have bent, watch employed cleaning beam middle part cloudy and more wind latter part foggy wind hauled too the Westward we steered S by E so ends with no drink

Lat by DR. $40^{\circ} 52'$ Long $174^{\circ} 44'$ W

Friday Oct 7th

Comes in with fresh breeze from West. A foggy we steering S by E with all sail set. Watch employed cleaning beam carpenter employed fitting on new pieces of sail & channelling. Latter part with breeze from N.W. and good weather we steered S by E at 10 A.M. crossed the line. And more sail given & at the sail also bent & set a back studding sail so ends

Thomas Nelson Bowline sick of fever

Lat DR. $39^{\circ} 11'$ N
Long $172^{\circ} 14'$ W

Lat by Observation $38^{\circ} 47'$ North
Long by Chronometer $172^{\circ} 00'$ W

We would for the last 4 days have been from N.W. to the S.W. the ship has been about 10 miles from the water track for the last 4 days. The ship is inclined to the S.W. and the wind is from the N.W. so ends

Remarks in Rear Ship Sturicator.

Thursday October 8th

All these 24 hours fresh breezes from West and North and good weather with the exception of now & then a fog squall we steeved & shifted with all sail watch employed washing and stowing away loose boards

Lat by DR $37^{\circ} 00'$ || Lat Obs'd $37^{\circ} 04'$
Long by DR $159^{\circ} 40'$ || Long by Chron $159^{\circ} 44'$

Friday Oct 9th

First past light breeze from North and clear pleasant weather watch employed drying and stowing away loose carpenter's fitting a new plank on the gangway rail to make it flush with the main rail from 10^{AM} until 2 PM calm at 2.30 wind came from S.W. we braced round & shifted studding sails latter part gentle breeze from West we sheered East throughout the day so ended
Lat Obs'd $36^{\circ} 27' N$
Lat by DR $36^{\circ} 33' N$ Long per Chron $157^{\circ} 31' W$
Long by DR $157^{\circ} 23' W$
Calm bearing S by S $1\frac{1}{2}$ S 1049 miles

Saturday Oct 10th 1853

Begins with gentle breeze from W. by S and fine weather with light passing clouds we steeved & shifted with all sail at 8 PM wind hauled a little to the North we braced round & steered East shifted the studding sails middle part as above; at 4 AM fresh squall from N.W. took in the sails, studding sails & topgallants Wind hauling gradually to the Northward at 6 AM saw a ship to the N.E. at 8 AM made all sail again at 10 wind hauled to the S.W. & we braced sharp and steered by the wind head to the Eastward we sighted the straggler and called it the Indian Chief of New London we are dropping him astern very fast we have made & completed the washing of our loose which we have been attending since we left the Atlantic sea so ended
Lat by DR $35^{\circ} 24' N$ Lat by Chron $35^{\circ} 19' N$
Long by DR $154^{\circ} 19' W$ Long by Chron $154^{\circ} 28' W$

James R. Turner master towards Cape 91

Tuesday Oct 11th

Commenced with fresh breezes from N. E. & S. D.
And fine weather we steaming by the wind
To the Eastward watch employed on the beam
The stranger too the NW of nearly astern
middle board light breezes from East latter part
Calm sound. Lat by Hk $34^{\circ} 41'$ / Lat Obs $34^{\circ} 37' N$
Long by Hk $163^{\circ} 36'$ / Long Chro $163^{\circ} 37'$ East

Wednesday Oct 12th

Come in with very light air from SW & E.
Clear pleasant weather ship under stowage
Way head too ESE under all sail watch emp
Laid as usual washing beam middle & latter
board breezes freshening a little we finished
washing & began to bundle our beam sound

Lat by Hk $33^{\circ} 59'$ / Lat Obs $34^{\circ} 12' N$
Long by Hk $162^{\circ} 30'$ / Long Chro $162^{\circ} 30' N$

Thursday Oct 13

Begins with light air and fine weather
We steaming E by S under full sail watch
employed bunching beam and it seemed
as though the weather was at work with us the
light westerly wind & A scorching sun helps
us on eagerly middle board wind hauled too
the southward lookin steadily & braced on the
wind head too ESE at 6 AM hauled again too
SW we squared in and steered South East by E set
the fore and main by the studding watch employed
conducting and stowing away beam stows way
through the water 4 knots the simpleometer
they lay standing at 30 for the last 3 days and we
have had from steering way too A 4 knot breeze
With a very few passing clouds it has been without
description the most beautiful weather that I ever
have remember seeing in this latitude today
I saw for the first time in 2 years a school of
blackfish that seemed to be at home they played
round the ship like porpoises until the boat
shot one of them with a ball which killed
them. of No. 10.

Lat by Hk $33^{\circ} 04'$ / Lat Obs $33^{\circ} 00' N$
Long by Hk $161^{\circ} 14'$ / Long Chro $161^{\circ} 17' N$

Remarks on board ship Glavator

Friday Oct 14th

Begins with light breezes from S.W. & R
Clear pleasant weather course S by E with
Every sail set and drawing head way about
4 knots Carpenter making fly jib boom watch
employed taking care of our boat at 6 PM fire
Bunching for the day found we had put up
108 the day making in all 211 barrels and that
is about $\frac{2}{3}$ of our boat middle part breeze
freshening a little latter part wind hauled
too the Westward at 8 the main the mast
heads too look for sperm whales at 9 saw
a sail beam too seaward, steering too S.E.
We are now very short of provisions having
But one tub of Beef left about $\frac{1}{2}$ tub of flour
And 15 lbs water. So ends day's work

Lat by R 31° 50'

Long by R 159° 45'

Lat Obs'd 31° 40' S
Long Obs'd 159° 40' W

Saturday Oct 15th

Comes in with gentle breezes from S.W. & R
Fine weather steering course S by E with
All sail set watch employed at landing
Boat the stranger too the N.E. at 3 PM
he boat down for him it proved to be
Our old friend the Three Brothers of Nantucket
Capt Adams she has taken 2000 lbs this season
We got from him one tub of Beef which will help
us out very much this is the second time
We have been accommodated this season by Capt Adams
He supplied us once before with 1/2 whale line
which at that time we were very much in need of
At 5:30 pasted company with her & kept up
S by E latter part fresh breezes and good
weather we steered S by E at 7 AM urgent
haze from the shedding sail & cut 1/2 feet of the
head at 9 finished and bent him again
Carpenter finished fly jib boom and
a very nice affair she has made up
it so ends with the Three Brothers
to the Westward, dropping anchor very
short

Lat by R 31° 50'
Long by R 158° 50'

Lat Obs'd 31° 40' S
Long Obs'd 157° 50' W

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Warren the Sturwick Gang J. R. Sumner

Sunday Oct 16th

All these 24 hours moderate breezes & good weather. we steered course SE with all sail. At 6 PM finished today when the three Brothers for the SW not everything more this day.

Lat by R 28° 18' Lat obs 28° 12' S
Long by R 156° 40' Long by Obs 156° 27' W

Monday Oct 17th

Commenced with gentle breezes from SW. From passing clouds course SE. Three Brothers for the SE SW at 4 PM wind shifted to the Northward & rain on suddenly we shifted over the Starboard & steered SE by S with all sail. At 6 PM took in sails & brought down moderate breeze from the Westward and light showers of rain latter part light air from SW at times calm. We hove out between decks and washed it out so ended with three ships in sight.

Lat by R 27° 15' Lat obs 27° 12' S
Long by R 155° 10' Long Obs 155° 15' W

Tuesday Oct 18th

Commenced with light air from SW and fine stirring by the wind began SE with all sail. All hands employed on ships duty rattring down main rigging and stowing of the empty casks between boards. Three ships in sight latter part light baffling winds. we employed rattring down and various jobs in the rigging saw 2 ships so ended.

Lat obs 26° 43'

Long per Obs

Wednesday Oct 19th

Great part light variable & fine weather stirring by the wind too the SE with all sail. All hands employed in the rigging. Wind & latter part strong wind from SE and good weather. 7 ships in sight. All course too the Southward so ended.

Lat by R 26° 08' Lat obs 26° 12' S
Long by R 155° 45' Long by Obs 155° 54' W

Ship *Gladiator* off New Bedford
Thursday Oct 20th

At 10 hours begins with strong
Breeze from South and fine weather
Ship's head to the wind head N.E. & W.
With all possible sail watch making
for the seven 7 ships in sight all working
too, the *Santhawab* at 4 P.M. signaled
The ship *Charles Carroll* of New London

And now comes on with us what is
termed in such cases the tugg of
Ward or in other words one of the hardest
deprivations of it seamen's life our water
is getting short and we shall soon have too
come on it very short allowance. The weather
is very warm and owing to our having nothing
But salt meat & hard bread is what makes
us grow dry we have at the present time
about 200 pounds of meat and bread we have
plenty, about 190 lbs flour yet remains as near
as we can come too lit 8 bbls of water in the tank
And 4 1/2 bbl cash of water on deck. The cash has
previously been filled with oil and was intended
for wash water but as we are getting short of
water we shall have to drink it and this
I believe is the sum total of the provisions
on board of the *Gladiator*

we are now about
300 miles from Oahu wher we are bound and
our course lays from the very point the wind
Now blows from we have talked and veered about
several times throughout the day as the wind has
veered about and have worked too the best
advantage too the Southeast. Now the wind
has been from South to S.E. through the day
the latter part we have been standing too the
Eastward with strong wind from S.E. the light
sails stood at 7 P.M. began too wet hole for the
first time at 9 passed the Finland Barque
some 4 ships in sight headed to the South.

So ends
Lat with 25° 49' Lat Obsd 25° 48'
Longy Obs 155° 58' West

Barometer 12° 60" Hg

James K. Turner Roaster 18. 53. 95

Friday Oct 21st

First part strong wind from S.E. and
Rugged with passing clouds at Meridian
bared ship too the S.W. in foggy & fly like
one ship in sight too the N.E. water imployed
washing ship & sipping up old sails at 3 P.M.
Set maintops gallant sail middle part squally
took in main, top, & double reefed the top.
At 5 A.M. tacked S.W. by S latter part cloudy sail
several ships seen all well

Lat by DR 25° 40' Lat obs 25° 38'
Long by DR 155° 38' No Altitude

Saturday Oct 22. m

Begins with strong wind from S.E. and
cloudy weather we standing too the S.W. with main
top, & sail set it being all the top harnessed we
can carry watch imployed fitting rigging and
cleaning ship we have now used 2 days out
at our last barrel of Beef the Capt has cautioned
all hands to be careful of the water and has also
told them he would substitute Butter twice per
day for meat as the meat will soon be out by using
it once per day there is several ships continually
passing & repassing but the weather is too bad to
attempt to run for them

Lat by DR 280 miles that being the nearest
habitable land from us the wind is dead ahead
and there is every chance of our going hungry
before we get there middle part light breeze from
S.E. we started by the wind to E.N.E. we had been expect-
ing a change of wind as the whole N.W. passage
was lit up with chain & heat lightning throughout
the night at 6 A.M. bared ship too S.S. 88° latter
part wind from S.E. too S.E. one ship in sight
too the N.W. which we call the flood day 10. & 12.
Dark cloudy weather it is true we are very short
of provisions but I do not see any one yet that looks
like he was suffering with hunger but the
poor old sailor scurvy, we eat up now & then
as much as two day's food & eat eat you with a
good will

Lat 34
Long E.R

Ship's Journal near the Sandwich Islands

Sunday Oct 23rd

First 5 hours fresh wind from S.E. & passing clouds we steered by the wind head to S.W. with all sail 2 ships in sight water employed in various jobs at 2 Capt went on board of a ship too try to get some water she was about one mile too leeward of us at 3 he returned again and reported the ship Roman the 2nd of New Bedford 22 months out with 9 Bowheads & 500 lbs sperm oil she was from the Arctic we got from her one tier of Beef about 250 lbs water we stored most in made of but they we found him too be short off as well as ourselves 6 P.M. calm & strong breeze from E.S.E. middle & latter part brisk trade well too the Eastward we made all sail & steered S by E 3 ships in sight sound

Lat Obs'd 23° 27' N
Long Obs'd 157° 26' W

Lat by DR 23° 31' N
Long by DR 157° 26' W

I learned from our men that went in the boat on board of the Roman that they had some conversation with a Mr. Smith who was an officer on board of the ship Citegon which ship was wrecked in the Arctic in 1852. They consequently had two winters among the Indians in that frozen region. They were informed by Mr. Smith that 30 days after the ship was wrecked that there was not a vestige of her to be seen whose water except fragments of the cargo & of the crew gave birth the remainder saved themselves on the shore. Mr. Smith appeared too be a 5 man of very few words or at least he did not seem inclined to talk but little on the subject. However we learned by him that the crew suffered considerable by cold & hunger for it appeared they tramped on foot from the wreck 500 Cape East the distance of 300 miles the most of this distance was on the ice. Mr. Smith also states that the Indians treated them well and gave them food the last that they had was clothing which was made of seal skin the dressed. The seal is used by them for food & the skin for clothing. The walrus meat they ate & also the blubber. And this was what the crew of the Citegon lived on for over 9 months.

James K. Turner Master 18.53. 99

Monday Oct 24. th.

All these 24 hours strong trades from East
And squally we stood SBE for Oahu saw
Several ships middle part broken light sails
At daylight saw the pt of Molokai at 5 AM kept
of SBE for Oahu run down the West side of mid
Oahu at 10 AM saw Oahu leaving SBE 20 miles
We got up the cables & bent them & have the
Anchors of the Bow & slung them by the steps
So ends this day imployed clearing up
And getting up ready for Harbor

No Observations

Tuesday Oct 25 th.

Begins with strong trades we steering down
the NE side of Oahu at 2 PM saw the shipping
in the Harbor we set the collars forward for
a pilot but none came at 3 PM hailed it.
Boat and our and our 3rd officers went on
shore for letters at 4 he returned with quite
a packet of them for all hands me as usual
Caught middle part by aft & on at 8 AM took
a pilot on board Capt Howland formerly
An American ship master at 9 passed the
Keck & came too in Honolulu Harbor.
And so ends my voyage in ship
Gladiator

Comanded by James K. Turner
And the pleasant voyage that I ever
had



²⁴
The old folks at home

Away down by the deep flowing river
Far ^{far} away
Where where my heart is turning ever
Where where the old folks stay
All up and down the whole Creation
Sudley I roam
Still longing for the old habitation
And for the old folks at home

All around the little farm we wandered
When I was young
There many happy hours I spent
Many the songs I sung
When I was playing with my brother
Happy was I
Thou take me to my kind old mother
Where let me live and die

That little home beside the river
The home I love
Change is sudley to my memory ever
No matter where I rove
When shall I see my little brother
No more to rove
When shall I see my kind old mother
Down in my good old home

Chorus
All the world longed and lonely
Every where I roam
O tellers how my heart grows weary
Far from the old folks at home

Politeness of Mrs. Mary Honolulu

Mendwich Island

Howie





Deligence is large

C

Sarah B. Leonard

Wm

58

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15
6
15
56 25*





